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IN SIGHT
IS
CROOKES' GLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN.
22, Queen's Road Central, Hongkong.

March 15, 1921, Temperature 61

Barometer 30.07

Rainfall 0.00 inch.

Humidity 64

March 15, 1920, Temperature 55.

No. 18,207.

二拜禮

號五十月三年一十二百九千一英

HONGKONG, TUESDAY, MARCH 15, 1921.

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BUSINESS NOTICES

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YOUR BIRTHDAY

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if it is commemorated by a souvenir such as
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The goods that hold the unchallenged
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THE IDEAL GIFT.

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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

NEW BRITISH NAVAL POLICY.

THE ESTIMATES.

LONDON, March 14.

The naval estimates for 1921-22 are approximately ninety-one gross and 82½ net as compared with 105 and 91 in 1920-21. These figures are millions sterling. The economies include a reduction of capital ships on full commission from twenty to sixteen, placing one Atlantic destroyer flotilla in reserve, the reduction of the North American and South African squadrons by one light cruiser each, the complete but temporary withdrawal of the South American squadron, and a reduction of personnel to 121,700. Eight obsolescent capital ships are transferred to the disposal list, thus reducing the number of capital ships on the effective list to thirty, including the Australian ship *Australia*. Of these fourteen will be in reserve. Two and a half millions are included in the estimates as a first instalment for the replacement of capital ships.

The memorandum shows naval estimates and non-recurrent war liabilities amounting to 8½ millions, including 3½ millions for the completion of the light cruisers, aircraft carriers, destroyers and submarines begun in war time. The Admiralty in pursuance of its duty of carrying out the government's policy of a one-power standard, has effected drastic economies and has agreed to assume risks which in ordinary circumstances would be regarded as difficult to reconcile with the full maintenance of the government's declared policy. After detailing its economies it says the reduced navy must be maintained at the highest possible efficiency. Hence the battleships *Hercules*, *Colossus*, *Neptune*, *St. Vincent*, *Collingwood*, *Temeraire*, *Bellerophon*, and *Superb*, are transferred to the disposal list.

Of thirty capital ships on the effective list the older types becoming obsolescent cannot be reckoned efficient fighting units for more than a few years. We need their gradual replacement by modern ships embodying the lessons of the war we can no longer disregard. It must be remembered that no capital ship has been laid down and completed since 1916. It is obvious that the ships of our reduced navy must be up-to-date and most efficient, therefore 2½ millions are included in the estimates as a first instalment for the replacement of ships. It cannot be too strongly emphasised that in making the long delayed beginning of the replacement of obsolete ships the government neither commits itself to nor contemplates building programmes in answer to those of any other Power.

Indeed, the government trusts it may be possible as a result of frank and friendly discussion with the principal naval powers to avoid anything approaching competitive building. Meanwhile it would be dereliction of duty to allow the efficiency, training, and morale of the Navy to deteriorate through neglect to provide it with material equal to the best and wherein we can feel confidence. It is also imperative to avoid irrevocable loss of time in building facilities which might make it impossible to maintain our sea security if threatened.

The Imperial Conference in June will give a welcome opportunity of discussing fully with Dominion representatives the problem of naval policy in relation to the Empire as a whole and for the consideration of suggestions for mutual co-operation. The lines wherein it is proposed to proceed are towards the development of Dominion navies under the administrative and executive command of their own officers, each separate navy being the responsibility of its own government and imbued with the particular characteristics and spirit of its own people, working in close co-operation, however, under our guidance and common doctrine. If a war occurred wherein the Empire as a whole participated, the various component navies would work in harmony for a general strategic policy previously decided. To ensure such intelligent co-operation, and the common principles of command and staff work required, this can only be developed by a uniform system of staff training. It is proposed gradually to progress in this direction by the appointment of Dominion officers to the naval staff at the Admiralty, arranging that a certain proportion of Dominion officers each year will be undergoing a naval staff course at the staff college. Finally it is hoped to reach a position where the Dominions themselves will be able to establish their own staff colleges working on the same lines and system as the Home staff college. The machinery required to apply these tentative proposals to the imperial naval policy cannot be indicated until they have been considered in conjunction with Dominion representatives.

BUSY LYONS.

NOT TOO BUSY FOR PRANDIAL PLATITUDES.

PARIS, March 3.

M. Millerand has left on a tour of inspection of the great works undertaken for harnessing the Rhone river above Lyons, whose industry after its completion is expected to receive a tremendous impulse owing to the electric power so provided.

Lyons fair is proving again an unequalled success this year. A number of distinguished visitors have just arrived, including a high official of the British Board of Trade. In an address at a luncheon given in his honour by the municipality, he stated that the maintenance of the closest union between Great Britain and France was a necessity for both and overshadowed all other questions pertaining to world reconstruction.

TURKEY AND FRANCE.

A CURIOUS HOPE.

PARIS, March 12.

Following the signature of the Franco-Turkish agreement, Saim Bey, the Kemalist delegate to the London conference, in an interview with a representative of the *Petit Journal* stated that Turkey will never forget that the happy results reached in London are due to a large extent to France's friendly intervention. Saim Bey expressed a hope that a formal alliance may soon be concluded by Turkey with France, ruling over millions of Moslems and the most humane and enlightened of Islamic nations.

FOOTBALL.

AN UNEXCITING MESSAGE.

LONDON, March 14.

Wales and England competing for Association football honours at Cardiff played a pointless draw.

THE DOLLAR.

Today's closing rate 2/4 1/8
Today's opening rate 2/4 3/8

EARLIER TELEGRAMS

(Reader's Service to the China Mail.)

BOYCOTT OF ALLIED GOODS.

BRUXELLES, March 14th.

A message from Stuttgart says that anger at the new penalties has evoked a joint appeal from the Wurttemberg Chambers of Commerce arguing in favour of business men and the population boycotting British, French, and Belgian merchandise until the objectionable measures have been revoked.

Manufacturers in Duisburg, Düsseldorf and Ruhrort, inspired by the Stinnes Group, have decided to declare a lock-out as a protest against the extended Allied occupation, aiming at the stoppage of production in the district.

PARIS, March 11th.
The occupation of cities in Rhineland continues without any untoward incident. The decision of the French authorities to open popular kitchens for needy people has been gratefully received. Obviously the Russian regime was unpopular with large sections of the population, especially the working class.—*Havas*.

TREATY OF SEVRES.

LONDON, March 14th.

The Greek Legation in London has received a telegram from Athens stating that the entire Greek Press declares that the concessions demanded from Greece in favour of Turkey attack the fundamental clauses of the Treaty of Sevres. The whole of Greece is ready to enforce, at any price, respect for its national aspirations.

Greece disposes on the spot military forces capable of quickly dispersing the rebels in Asia Minor, declares the message, and Greece prefers to suffer fresh sacrifices involved by rapid military operations in order to end the indefinite situation.

SET-BACK TO COMMUNISM.

PARIS, March 14th.

By-elections in the Seine Department, which was a Socialist stronghold, have resulted in the return of two Government candidates, who defeated two Communists with an absolute majority of 53,564 votes. The Socialists, apparently, abstained from voting for the Communists.

ANARCHIST'S ARREST.

MADRID, March 14th.

An Anarchist named Atanes Mateo has been arrested. He is alleged to have confessed to the assassination of Senor Dato and to have revealed the names of his accomplices.

INTERNATIONAL COURT OF JUSTICE.

PARIS, March 11th.

The Secretary of the League of Nations appeals to all members for the prompt ratification of the motion passed by the League regarding the establishment of the permanent International Court of Justice, so as to enable the League, at its next meeting, to elect judges to take steps for opening the court as soon as possible.—*Havas*.

SIX SINN FEINNERS EXECUTED.

LONDON, March 14th.

Six Sinn Feiners were hanged in Dublin this morning. Two were convicted of murder in connection with the massacre of officers in Dublin in November, and the remaining four of high treason and of participating in an ambush.

The men were hanged in pairs at hourly intervals. Extraordinary efforts were made to secure a reprieve, including the despatch of telegrams from the Lord Mayor of Dublin to the King and the Premier, but they proved fruitless.

Work was stopped in Dublin in the forenoon, and as a protest the postal and telegraph services were suspended. There was a crowd of 20,000 outside the gaol.

SHANGHAI SILK MERCHANTS IN LYONS.

PARIS, March 11th.

Twelve delegates from the Shanghai silk trade organisations have arrived in Lyons where they are visiting the Fair, and the Union of Silk Merchants in Lyons, who have had old business relations with the Shanghai organisations for the past fifty years, have organised a series of visits to establishments in which the silk merchants are likely to be interested.—*Havas*.

St. Stephen's College Association

held its fourth annual meeting, under the revised constitution, at the College on Saturday. About 150 were present at the reception given by the Warden and Mrs. Hewitt. Committees were elected, including a general committee of representatives in Great Britain, America, Peking, Shanghai, and Manila. In Canton, the members have formed a special branch which held a successful dinner at the Asia Hotel recently, when a number of old boys holding prominent positions in Canton met to dine with Archbishop Barnier, the founder of the College. In England Mr. S. W. Cheng is Secretary of the New Branch which meets in London. A successful smoking concert and cinema performance concluded the evening on Saturday.

BUSINESS NOTICES

ECONOMY-SHOPPING.

20% REDUCTION IN PRICE OF
ALL WOOLLEN UNDERWEAR.

Special for this Week.

Jaeger Wool Vests. Heavy Quality.
\$8.00 each Less 20% \$6.40 each
Morley's Heavy Wool Vests & Pants
\$13.50 suit Less 20% \$10.80 suit
Morley's Wool & Cotton Vests & Pants
\$8.50 suit Less 20% \$6.80 suit

A selection of Morley's Cashmere Half Hose.
Regular Price, \$3.50 pair Less 20% \$2.80 pair.

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Overman & Co. Ltd. Works, London.

(Draws Wire and Carbon Filaments, Lamp, Radiator Lamp.)

Fraser & Chalmers Engineering Works Ltd. (Edinburgh)

(Steam-Turbo Sets, Centrifugal and Mining Pumps.)

First-General Cable Works, Southampten.

(Cables, Wires, Flexible, Insulating Materials, Tapes.)

Chamberlain & Hookham, Ltd. Birmingham.

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Salford Electrical Co., Ltd. Manchester.

(Electrical Instruments of All Descriptions.)

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HONGKONG.

-PUBLIC AUCTIONS-
The undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

FRIDAY,
March 18, 1921, commencing at 2.30 p.m. at their Sales Rooms, No. 3, Des Voeux Road, Corner of, the Hong Kong Street.
Chinese Porcelains, Curios, Lacquered Ware.

including a variety of 5-coloured and 3-coloured Vases, Wall Plates, Table Vases, Blue and White Vases and Inlaid Burners, Old Bronze and Brass Figures and Vases, Nakemonos, Lacquered Cabinets, Ivory, Agate and Crystal Ornaments.

The above stock recently arrived from the North and includes pieces from the Ming, Kungli, Kienlung and Tzengwang Periods.
The bulk of which will be sold without reserve.
Full Particulars from Catalogue.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 11, 1921.

THE undersigned have received instructions from Mr. A. Arnold to sell by Public Auction, on

WEDNESDAY,
March 23, 1921, commencing at 2.15 p.m. at Her Residence, No. 86, Bonham Road.

THE WHOLE OF THE
Valuable Household Furniture, Bric-a-brac, &c., &c. therein contained.

As follows:—
HALL—Teak Hall Stand and Side Tables. Drawing Room—Large Easy Chairs Pouffe and Chesterfield Sofa (by Wm. Powell.) Blackwood Cabinets, Tables, Stands, &c., Water Colours and Engravings, Old Brass and Bronze Curios and Several Lots of Chinese 5-col. and Blue and White Porcelain, Carpets, Rugs and Curtains (Lane Crawford & Co.). Dining Room—Large Mirror Back Sideboard, Dinner Wagon, Ex. Table, Chairs, Cabinets, Electro Plates and Cutlery, Glass Crockery, Ware, &c., including several lots of Silver Ware, Bedrooms—Teakwood and Brass Mounted—Bedsteads, Wardrobes, Dressing Tables, Washstands, Writing and Card Tables, &c., Bed and Table Linen, Blankets, &c., Bathroom, Pantry, and Kitchen Utensils.

Also
A collection of Old Gold and Silver, Coins (Japanese) in case, Electric Fittings, Barometer and a large quantity of Pot Plants.
(Full Particulars from Catalogue).
To be had on application to the undersigned.
On view from Tuesday, 22nd just between 11 a.m. and 6 p.m., and day of Sale.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1921.

FOR SALE.

At their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street Situate at Broadwood Road, Hongkong.
Substantially built 5-roomed Bungalow with usual outbuildings and garden. Recently painted and colourwashed throughout.
Particulars from the undersigned.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, February 21, 1921.

A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulder, pains in the side and chest and rheumatic pains are some of the diseases which it is especially valuable. Try this liniment and become acquainted with its qualities and you will ever wish to be without it. For sale by all Chemists and Storekeepers.

WANT
ADVERTISEMENTS
25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional word 4 Cents
for 3 insertions.

LOST.

LOST—Brown and White Japanese Puppy. Answer to the name of PUPPY. Will anyone having possession of information of this dog kindly communicate with Mr. A. A. Wilson, Dragon Motor Car Co., Telephone 432? Any expenses will be paid or reward given.

TO LET.

TO LET—IMMEDIATE OCCUPATION—A FEW THREE ROOMED EUROPEAN FLATS IN ORIENT BUILDINGS, CORONATION ROAD, KOWLOON. MODERATE RENTAL. Apply J. CLARK, Architect and Surveyor, 14, Queen's Road, Central.

HOUSE TO LET.

TO BE LET—For about six months, a well furnished, small four room house, Kallett Manor. Apply Pan & Sami, 5, Queen's Road, Central.

INTIMATIONS.

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, on SATURDAY, 19th March, 1921, at Noon, for the purpose of receiving the Report of the Board of Directors, together with a Statement of Accounts for the year ending 31st December, 1920.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, 19th March, to SATURDAY, 19th March, 1921, (both days inclusive), during which period no transfer of shares can be registered.
By Order of the Board of Directors,
J. H. TAGGART,
Manager.
Hongkong, March 2, 1921.

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Buildings, No. 6, Connaught Road, on THURSDAY, the 24th March, 1921, at 11 o'clock a.m. for the purpose of receiving a statement of Accounts and the Report of the General Managers for the year ending 31st December, 1920, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 17th March, 1921, until THURSDAY, the 24th March, 1921, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 12, 1921.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held in the Office of the Company, 2 Queen's Buildings, Hongkong, on TUESDAY, 29th March, 1921, at Noon for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1920.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from 19th to the 29th March, 1921, (both days inclusive).

By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, March 7, 1921.

HONGKONG GYMKHANA CLUB.

THE following resolution was proposed and passed unanimously at the MEETING of MEMBERS held on 2nd March.

"That the Hongkong Gymkhana Club be wound up and that the Hongkong Jockey Club take over all Assets and Liabilities of the Hongkong Gymkhana Club."

A Meeting of Members of the Hongkong Gymkhana Club will be held at the office of the Jockey Club, in Hongkong Club Annex, at 12.50 p.m. on FRIDAY, March 18th for the purpose of confirming the above resolution.

Hongkong, March 7, 1921.

REPULSE BAY HOTEL.

THE APPROACH ROADS to the above Hotel are CLOSED temporarily for the purpose of "regrading." Extraordinary are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

INTIMATIONS.

MARINE ENGINEERS' GUILD OF CHINA.
CHINA COAST OFFICERS' GUILD HONGKONG.

MEMBERS of both GUILDS are requested to attend a Special General combined Meeting at the Guild Office

TO-DAY
(TUESDAY), 15th March, 1921, at 5.45 p.m.

A full attendance is essential.
W. J. STOKES,
Branch Secretary M.E.G.C.
W. E. KIRBY,
Asst. Secretary C.C.O.G.
Hongkong, March 12, 1921.

NOTICE.

WE beg to inform the public that the Firms of Messrs. FOK LEE & COMPANY and the Hongkong branch of THOMAS W. SIMMONS & COMPANY, have been amalgamated and in the future, business will be carried on by THOS. W. SIMMONS & COMPANY, LIMITED.
Hongkong, March 12, 1921.

VICTORIA RECREATION CLUB.

VICTORIA REGATTA
to be held at
Black Boulder Point, Kowloon Bay
on
SATURDAY, the 26th and MONDAY, the 27th March, 1921.

THE following events are open to the Colony:—

Challenge Cup Race.—For Four, limited to residents of the Colony, each crew to be drawn from a single unit, e.g. a Regiment, a Ship, a Corps, a Firm, or any other body of gentlemen working together at the same profession or calling. A Club is not included in the definition. If any of the Units cannot provide a complete crew, a combination of two similar Units can be made. Distance, 1 mile.

Motor Boat Race.—Open to any private owned Motor Boat in China. Boats to be handicapped on estimated speed per hour from particulars entered on entry form. Triangle Course, 5 miles.

Entrance Fee, \$10.00, to accompany entry form.
Entries Close to the Hon. Secretary on the 12th inst.
Entry forms can be had on application.
R. C. WITCHELL,
Hon. Secretary.
Hongkong, March 6, 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at—
Messrs. Lane Crawford.
Kelly & Walsh.
Mourie.
Wm. Powell, Ltd.

The Hongkong Club.
Hongkong Cricket Club.
Club Lusitano.
Engineers' Institute.
Victoria Recreation Club.
Kowloon Cricket Club.
Kowloon Bowling Club.
Club de Tennis.
Club de Badminton.
Craigengower Club.
M. J. BREEN,
Hon. Secretary,
War Memorial Committee.



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Rheumatic aches and pains instantly obey its command and disappear.
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One bottle will convince you.
At all druggists and dealers.

SLOAN'S LINIMENT
GAINES & CO. LTD.

SOLE AGENTS:
MULLER & Phipps (ASIA) LTD.
HONGKONG.

TRADE DEPRESSION.

(Continued from page 2)

The date which forms the dividing line between an epoch of approximate fixity in the relative value of gold and silver and one of marked instability is the year when the bimetallic system which had previously been in force in the Latin Union ceased to be in full operation; and we are irresistibly led to the conclusion that the operation of that system, established as it was in countries the population and commerce of which were considerable, exerted a material influence upon the relative value of the two metals. So long as that system was in force we think that, notwithstanding the chances in the production and use of the precious metals, it kept the market price of silver approximately steady at the ratio fixed by law between them, namely, 15½ to 1.

A WARNING OF THE PAST.

The world has not lacked warnings of the dangers ahead. At the First Monetary Conference in Paris in 1878 the late Lord Goschen, representing our Government, addressed these words to the assembly. "The general effort which would be made on every hand to get rid of the white metal might occasion the great disasters in the economic world, and produce a crisis more disastrous than any within the memory of man."

In 1893 we had the last of the International Monetary Conferences at Brussels. It points a moral for another League of Nations to-day. From remote regions of the earth came delegates who had never seen a gold coin, and hardly even silver coin, in their currencies, but who were quite prepared to tell us how to secure a lasting "parity" between the metals. A gentleman from Guatemala, or was it Honduras, occupied two hours. My relaxation during this infliction was in enjoying the bitter anguish of that illustrious "gold-bug," Mr. Bertram Currie. Bored and contemptuous almost to tears was this oracle of Glyn's Bank. But another of Britain's representatives was Baron Alfred de Rothschild; the tradition of that house, so skilled in exchange, has always favoured the "Joint Standard" of France and Calonne. When it had become evident that the attitude of "The City" was about to render the Conference entirely abortive, "our Mr. Alfred," greatly to the surprise of his friends, donned the prophet's garb; he said:

Gentlemen, I need hardly remind you that the stock of silver in the world is estimated at some thousands of millions, and if this conference breaks up without arriving at definite results there may be a depreciation in the value of that commodity frightful to contemplate, and out of which a monetary panic might ensue. The far-reaching effect of which it is impossible to foretell.

(Continued on Page 7)

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

March 9th, 1921.

Butcher Meat.		Poultry.	
Seal Steaks—Mal. Leg. Pa.	lb. 19	Chickens—Kai Tai	lb. 34
Prime Out	21	Capons, Small—Sin Kai	32
Corned—Ham Ngau Yuk	20	Capons, Large—Sin Kai	30
Roast—Shin	19	Duck—Ap	33
Roast—Neau Nam	16	Doves—Fan Kai	25
Scalp—Toeng Yuk	16	Eggs, Hen—Kai Tai (cooking) per doz.	28
Shank—Ngau Yuk Pa	19	Eggs, Hen—Kai Tai (fresh) per doz.	28
Steak Sirloin—Ngau Lau	23	Fowls, Balm—Hot Nam Kai	33
Sausages—Ngau Cheung	25	Geese—Ngo	36
Sallock's Brains—Neau No. 1	20	Pigeons, Canton—Pak Kap	33
Tongue, fresh—Ngau Li	20	" Hollow—Hot Nam Pak Kap	30
Tongue, corned—Ham Ngau Li	20	Turkeys, Cock—Fo Kai Kung	70
Head—Neau Nam	20	Turkeys, Hen—Fo Kai Na	65
Heart—Neau Nam	13	Sauces—Shan Tai	each 22
Hemp, Salt—Ngau Kio	18	Phoasant—Shan Kai	1.10
Feet—Ngau Kwak	10	Quail—Om Chan	24
Kidneys—Ngau Yu	9	Partridges—Che Ka	75
Neau Nam	18		
Liver—Neau Nam	15		
Trip (audressed), Ngau To	15		
Salmon Head and Feet—Ngau Tai	11.00		
Mutton Chop—Jeung Pui Kwai	32		
Leg—Yeung Pui	32		
Shoulder—Yeung Shau	32		
Saddle—Yeung On Tak	32		
Pig's Chinkings—On Cheung	25		
Brains—Che No	2		
Feet—On Keek	15		
Fry—Chu Chap	15		
Head—Chu Tai	15		
Heart—Chu Sam	10		
Kidneys—Chu Yiu	10		
Liver—Chu Kon	10		
Pork Chop—Chu Pui Kwai	25		
Leg—Chu Pui	20		
Loins—Chu Hau Tan	24		
Yai or Lamb—Chu Yiu	23		
Sheep's Head and Feet—Yeung	10		
Tao Keek	70		
Heart—Yeung Sam	12		
Kidneys—Yeung Yiu	12		
Liver—Yeung Kon	12		
Sacking Pigs, to order—Chu Tai	24		
Seal, Beef—Shang Ngau Yuk	19		
Mutton—Shang Yeung Yuk	32		
Veal—Ngau Tai Yuk	20		
Sausages—Ngau Tai Cheung	20		
No. 1 lb. 26			
Fruits.		Vegetables, &c.	
Almonds—Heng Tan	lb. 40	Artichokes—Ah Chi Cheek	5
Apples, (California)—Kam Shan	30	Beans, Sprout—Ngai Tse	2
Bananas, (birds), Moco—Sang	4	Long—Tau Kok	2
Carambola—Yeung To	12	Beet Root—Hung Tui Tau	2
Cocoanuts—Ye Tse	each 12	Bitter Squash—Fu Kwa	5
Lemons, China—Ling Mung	8	Brinjals, Green—Chie Yim Kwa	5
Lemons, (America)—Kam Shan	8	Red—Hung Kwa	5
Line Mung—each 10		Cabbage Chinese, (common)	5
Lichees, Dried, (small stone)	20	Kai Tai	5
Lai Chi Kon	20	(Shanghai)—Ye Tse	10
Oranges, (Canton), Sweet	8	Gau Shoo, bunch—Kam Shan	10
Shan-sheng Tin Chang	12	Caniflowers (Large)—Ye Tse	12
Oranges, Tim Chang	12	(Medium)	10
Pears, (Canton), C. wing—Shi Li	12	(Small)	8
Peanuts—Pa Shang	12	Carrots—Kam Shan	10
Persimmons, Large—Hung Tse	12	Calery Chinese—Tung Kai Tai	10
Plantain—Tai Chi	12	Chilies, Dried—Kon Lat Chi	10
Pumpkin, diam.—Tsin Lo Yau	12	Red—Hung Fa Chi	12
Walnuts—Hop To	15	Green—Ching Lai Chin	12
Grapes—Fo Tai Tse	30	Curry Stiff, English—Ka Li Chi Tai	10
Fish.		Seafood.	
Barbel—Ka Yu	18	Cucumbers—Ching Kwa	each 8
Bream—Fai Yu	14	Garlic—Sun Tai	10
Canton Fresh Water Fish	12	Ginger, young—Sun Tai Keung	8
Carro—Li Yu	12	Ginger, old—Lo Keung	8
Catfish—Chik Yu	16	Horseshell, Shanghai—Luk Kan	18
Codfish—Han Yu	14	Indian Corn—Shok Mai	10
Cray—Hui Yu	12	Leitaoe—Yeung Shang Tai	10
Cuttle Fish—Mak Yu	12	Water Chestnuts—Ma Tai	10
Dab—Shi Mang Yu	12	Mandarin—Kwai	10
Dogs, Wong Mei Lou	10	Lam Ma Tai	10
Dog Fish—Tsi To Sha	8	Mushrooms, Fresh—Shang Tai	10
Gala, Conger—Hui Ma	12	Oysters—Shang Ho	10
Fresh water—Tam Shui Yu	12	Onions, Dombay—Yeung Chung Tai	10
Yellow—Wong Sin	20	Onions, Green—Shang Chung	10
Frog—Tin Kai	20	Onions, Shanghai—Sheng-hai	10
Garoupa—Shel Pan	18	Plates—Pan Yu	10
Gudgeon—Pak Kap Yu	18	Pontret, Black—Hak Chung	10
Herring—Tao Pak	18	Pontret, White—Pak Chung	10
Halibut—Cheung Kwai	18	Prawns—Ming Ha	10
Labrus—Wong Fa Yu	18	Ray—Pai Pa Sha	10
Loach—Wa Yu	18	Rock Fish—Shok Kai Kung	10
Lobsters—Lung Ha	18	Roach—Chun Yu	10
Mackerel—Chai Yu	16	Salmou—Ma Yu	10
Monk Fish—Mong Yu	14	Shank—Shi Yu	10
Mullet—Tao Yu	12	Shao—To Yu	10
Oysters—Shang Ho	12	Shrimps—Ha	10
Pontret, Black—Hak Chung	12	Snapper—Lap Yu	10
Pontret, White—Pak Chung	12	Soles—Tao Yu	10
Prawns—Ming Ha	12	Tench—Wan Yu	10
Ray—Pai Pa Sha	12	Turbot—Tao Han Yu	10
Rock Fish—Shok Kai Kung	12	Turtles, small, fresh water	10
Roach—Chun Yu	12	Kank Yu	90
Salmou—Ma Yu	12		
Shank—Shi Yu	12		
Shao—To Yu	12		
Shrimps—Ha	12		
Snapper—Lap Yu	12		
Soles—Tao Yu	12		
Tench—Wan Yu	12		
Turbot—Tao Han Yu	12		
Turtles, small, fresh water	12		
Kank Yu	90		

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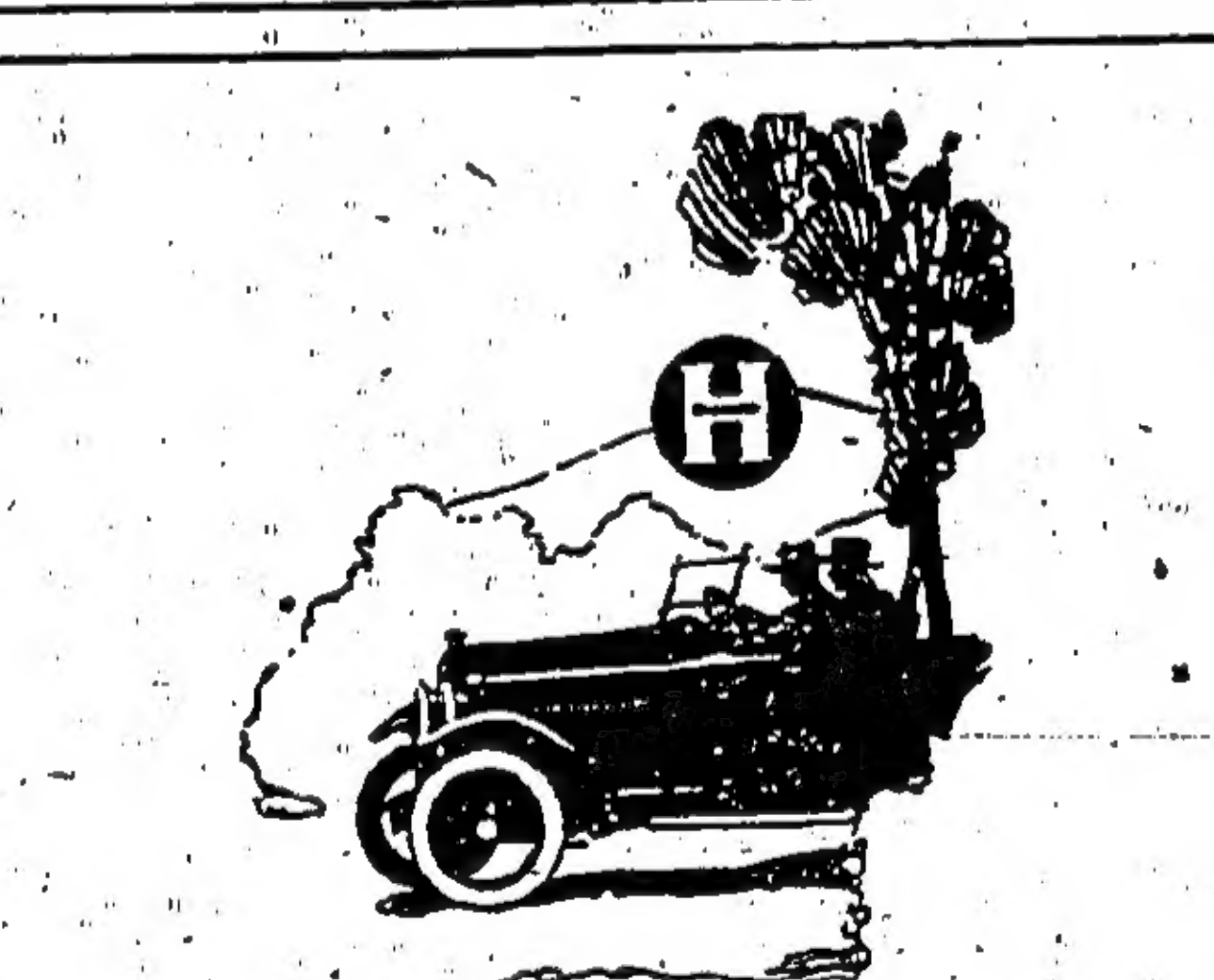
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BIRTHS.

FOWLER.—On March 7, 1921, at
Shanghai, to Mr. and Mrs. Percy
Fowler, a son.
BERENTS.—On March 8, 1921, at
Shanghai, to Mr. and Mrs. H.
Berents, a son.

WEDDING.

LAW.—TIPPIN.—On Wednesday,
March 9, 1921, at Shanghai,
Ian Sandeman Law, second son
of the late William Law, of
Colombo, and Mrs. Law, of
Woking, Surrey, to Constance
Nellie, eldest daughter of Mr.
and Mrs. James Tippin, of No.
73, Avenue Road, Shanghai.

DEATHS.

LAW.—On March 8, 1921, at the
Naval Hospital, Weihaiwei, Wil-
liam Mowat, second son of Mr.
and Mrs. W. M. Law, aged 12
years.
REMEDIOS.—On March 7, 1921, at
Shanghai, Guilherme, aged four
and a half months, infant son of
Mr. and Mrs. J. M. B. dos
Remedios.LICHINSKY.—On March 7, 1921,
at Shanghai, Rebecca, dearly be-
loved wife of David Lichinsky.
REUS.—On March 8, 1921, at
Shanghai, Jacoba Hendrika, the
only child, of J. H. de Reus,
Consul-General for the Nether-
lands, in the age of 12 years.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

SUNDAY, MARCH 15, 1921.

PILFERED CARGOES.

There is much talk of pilfering
ships and trains. The Times
published a letter from Lord
Inchcape in which that great shipnegligible. Honesty is not natural,
but it can become the habit which
is proverbially "second nature."
Interrupt the habit, and you have
atavism. Old soldiers joke about
the shifts and expedients of trench
life, where men took according to
their needs, rather than according
to their legal titles. The casting
off of civilian habits meant the
shedding simultaneously of the
civilian code. We heard much, at
one time, of the lowered sexual
morality that war made. We now
learn that it meant a slackening of
the habitual recognition of meum
et tuum. The Manchester Guardian
has phrased it in plain words,
noting "this unprecedentedly wide
post-war failure of the good English
habit of not stealing." "If you
miss something," said the Ser-
geant, "don't worry about it; take
one from somebody else." The
practical wisdom of the trenches
was absorbed, and now survives as
the impractical wisdom of the
pillager. Let there be no im-
pulsive and heated disclaimer here,
no reproach that we label the ex-
soldier. In discussing an epidemic, we
do not say all are sick. We do not
say that spiritually all ex-soldiers
are worse men. We regard even
those affected rather as the Atrial
Dodger, than as Bill Sykes. The
post-war pillager is only being what
war taught him to be, a picker up
of unconsidered trifles; but the
value of these trifles, estimated
Lord Inchcape, is three and a half
millions sterling a year. Let the
pillager be taught to learn the
lesson. They have regarded war
as useful things to keep the pro-
letariat quiet. "Peace hath its
victories no less renowned," and
one of its victories, less renowned
among them than it should be, is
the social rectitude and honesty
which war disturbs and destroys.

LOCAL AND GENERAL.

A meeting of the Hongkong
Sanitary Board was arranged for
this afternoon, at 4.15.The attention of past pupils of
Queen's College is directed to an
advertisement appearing elsewhere
in this issue.Sergeant Swan, the popular Police
goatkeeper, returned to the Colony
from leave by the s.s. "Monteagle"
yesterday, looking very fit. He is
accompanied by Mrs. Swan.Mr. George Gray, the Australian
Billiards Champion, played an ex-
hibition game at the Peking Club last
week, meeting Mr. Langley of Tien-
tsin, Mr. Gray conceding 300 points
in 700.The "at home" and Conference
of the Bishop of Victoria and the Rev.
H. Cooley Moyle arranged for Tues-
day, March 15, at 4.30, will be held
at the City Hall and not at the
Cathedral Hall as originally planned.General Bramwell Booth, Com-
mander of the Salvation Army, who
is expected in Japan in the autumn,
is at present in the United States
conducting special campaigns. He
is to go into Western Canada before
sailing for the Far East.A very pretty wedding took
place last week at Holy Trinity
Cathedral, Shanghai, the contracting
parties being Mr. Ian Sandeman Law
of the Hongkong and Shanghai Bank
and Miss Constance Nellie Tippin,
eldest daughter of Mr. and Mrs.
James Tippin, of Shanghai.The first Gymkhana meeting of
the season to be held under the
auspices of the Hongkong Jockey
Club, is announced to take place on
April 2. The programme contains
seven events, i.e. Half-mile race,
Gymkhana Stakes (Class Handicap),
A and B, Bending race (in heats),
One-mile race, and One-and-a-quarter
mile race (handicap). The prize
money has been raised, and the value
of the Gymkhana Stakes Cup is \$500,
second prize \$200, and third prize
\$100. The prizes for the last race
on the programme are \$300, \$150
and \$75. In the other races the
first prize is \$250, second \$100 and
third \$75.This morning it was announced
at the Magistracy that the case of
Jorgensen the German who was last
week remanded by Magistrate Orme
on a charge of threatening to assault
Captain Mercer of the s.s. "Gujarat"
on which he was travelling from
Vladivostok to Trieste had been set-
tled, arrangements having been made
by the owners of the "Gujarat" to
ship the prisoner to Shanghai by
another steamer. In the meantime
while awaiting passage, he will be
put up at the expense of the shipping
company concerned. The prisoner, it
will be remembered, questioned the
authority of Captain Mercer when
demonstrated with for dining in the
first class saloon while holding a
third class ticket. He asserted that
he was a member of the German
Foreign Office and would do what
he liked on board the ship which was
chartered by the German Red Cross
at Vladivostok, and among other
unpleasant things is alleged to have
said to the Captain: "I'll do for you
when we get to Sabang."

SPECIAL CABLES.

SHANGHAI'S BIG FIRE.

BUILDINGS WERE SKELETONS.

EFFECTS ON INSURANCE RATES.

[China Mail Special.]

SHANGHAI, March 15.

Friday's big fire is still smouldering.
Salvage work is progressing. The
buildings are mere skeletons. In-
surance rates are expected to rise
appreciably in consequence of the
fire.

RUSSIAN GRAND OPERA.

FAR EASTERN SEASON.

COMPANY COMING HERE.

[China Mail Special.]

SHANGHAI, March 15.

Thirty members of the Russian
Grand Opera Company who arrived
at Shanghai are leaving shortly for
Hongkong to join the others prepar-
atory to commencing an opera season
in the Far East.

AVIATION IN CHINA.

PEKING TO SHANGHAI.

OPENING OF SERVICE POSTPONED.

[China Mail Special.]

SHANGHAI, March 15.

The opening of the Peking and
Shanghai air service has been post-
poned until July 1 owing to delay in
the construction of the Shanghai
aerodrome.

ALLEGED FALSE

PRETENCES.

CHINESE YOUTH CHARGED.

RECEIPT FOR \$5,000 QUESTIONED.

Before Magistrate Lindsell, at the
Magistracy yesterday afternoon, Mr.
D. H. Blake mentioned a case in
which a Chinese youth named Sham
Lai-sang was charged with (1) uttering
a receipt with intent to defraud; and
(2) with attempting to obtain by
false pretences the sum of \$4,659.With regard to the first charge,
the document in question purported
to be a receipt by the Holland-
Pacific Trading Co., for the sum of
\$5,000 deposited for goods. In the
other instance, the fraud was alleged
to have been attempted on Mr. Jan
Hendrik van Gelfnap Luhrs of the
Holland-Pacific Trading Co.Counsel said that a remand was
necessary until to-day for him to
prepare the case for the prosecution.
Mr. A. H. Crew, who appeared
for the defence, said that he
had no objection to a remand,
but he would like the
Magistrate to take evidence as to
the defendant's character from a
witness who was about to proceed to
sea.This application was granted, and
Mr. E. R. M. Merrett, second
officer of the s.s. "Yaching" was
called. He stated that about two
years ago he was third officer of the
s.s. "Kwaishang." During the whole
of the time the defendant was third
compradore on the "Kwaishang," he
had given every satisfaction. He
left of his own accord.The Magistrate remanded the def-
endant until this afternoon when the
case will be opened by the prosecu-
tion.

CHINESE Y.M.C.A.

ANNUAL REPORT.

The annual membership campaign
of the Hongkong Chinese Y.M.C.A.
closed last Saturday evening, with
very satisfactory results. During
the two weeks canvass for funds for
the current expenses of the Associa-
tion, more than \$29,000 was received,
which is \$5,000 more than was
collected in last year's campaign.The following figures taken from
the annual report for 1920 show
something of the work done by the
Association here. The membership
on 31st December was 3,157. Since
then it has increased to over 3,300,
about 700 more than at this time
last year. The enrolment in
educational classes is 225. At
religious meetings conducted or
assisted by the Association there was
an aggregate attendance of 86,679.
The Association's gymnasium classes
had an aggregate attendance of
72,406, and its social gatherings
23,502. In the Association's re-
saurant 63,875 meals were served.
The total receipts for 1920
amounted to \$55,659.30, and the
expenditure \$50,017.27.

IMPRESSIVE FUNERAL.

LATE MR. E. J. NORONHA.

MESSAGE OF CONDOLENCE FROM

GOVERNOR AND LADY STUBBS.

Eloquent testimony, if such were
needed, of the esteem in which the late
Mr. Eduardo Jose Noronha, managing
partner of the well-known firm of
Government and public printers and
publishers, was held by the people of
Hongkong was amply given at Happy
Valley last evening when a large
gathering of members of every section
of the community assembled at the
Roman Catholic Cemetery to pay their
last respects to the deceased.Many were the messages of con-
dolence received by his bereaved wife
and family, including those from a
large number of Government em-
ployees among whom the deceased
enjoyed great popularity. Included
among these expressions of sympathy
were those from H.E. the Governor
and Lady Stubbs, and H.E. the
Governor of Macao and Lady Correa
da Silva (by cable). In their mes-
sages, Sir Reginald and Lady Stubbs,
said they "felt that by the death of
Mr. Noronha, not only the Portu-
guese community but the Colony at
large suffers a great loss."Members of the Portuguese com-
munity attended in large numbers to
pay their last tribute to the memory
of a true friend and a valuable fellow
citizen. St. Joseph's College, where
the deceased received his earlier
education, and in whose welfare he
had never ceased to take keen interest,
was strongly represented, among
those present being Rev. Bro.
Martian (Acting Director), and Rev.
Bros. Alphonsus, Calman and
Richard. The boys of the College
lined both sides of Woongneichong
Road from the Monument to the
gates of the cemetery, while the Boy
Scouts of the College, in full uniform,
carried wreaths. The girls of the
Italian and French Convents, in
which institutions the deceased also
took a keen interest, also attended
in numbers and lined both sides of
the path within the cemetery from
the gates to the Mortuary Chapel.The coffin left St. Paul's Hospital
at 5.15 and was conveyed by hearse
to its last resting place. The chief
mourners were the deceased's four
sons, Mr. J. M. Noronha, (brother),
Mr. J. M. de Castro Berto (uncle),
Mr. G. A. Yvanovich (father-in-law),
Messrs. P. A. Yvanovich, G. A.
Yvanovich, Jr., V. A. Yvanovich, J. A.
Yvanovich, and following them
were Messrs. S. B. B. McDermott
and W. G. FitzGibbon (represent-
ing the Government), Mr. C.
de Albuquerque (who represented
His Excellency the Governor of
Macao), Messrs. B. L. Frost, W. Jack-
son, T. Petrie, B. Wylie, A. Hicks,
Lt. Col. Bowen, Capt. Wheeler,
Messrs. L. A. Barton, G. H. May, A. H.
Silva, C. J. Rowe, A. Morton,
Teasdale Mackintosh, J. P. Braga, C.
Assumpcao, D. Souza, C. Brito, J.
Osmund, Choy Po Sien, G. P. de
Martim, T. W. Robertson, R. Pack-
ham, A. A. Botelho, D. O. de Silva,
J. M. S. Silva, J. A. Barradas, P. M.
N. de Silva, R. H. Kotewall, G. Curry,
E. V. M. R. de Sousa, F. M. L.
Soares, A. Fothergill, H. A. Lammer,
C. H. Lyson, H. Taylor, C. D. da
Rozza, F. Ellis, M. L. P. Botelho, A. F.
B. Silva-Netto, A. Soares, C. F. de Gra-
cia, C. A. da Roza, F. de Graça,
Dr. Carvalho and many others.There were also present mem-
bers of the Committee of St. Joseph's
College Old Boys' Association, of
which the deceased was one of the
original members and also a member
of the Committee since its inception,
representatives of the Portuguese
Mutual Aid Association and the Por-
tuguese Clubs.The procession halted at the gate
of the cemetery where the coffin was
transferred to the shoulders of Messrs.
A. Machado, Ribeiro, J. Brito, M.
A. Simoes, J. Lopes, P. Yvanovich, J.
Yvanovich and V. Yvanovich, who
carried it to the Chapel and after-
wards to the grave.His Lordship Bishop Pozzoni,
assisted by Rev. Fr. Robert, of the
French Mission, Fr. Novell, of the
Spanish Procuration, Fr. G. M.
Spada, of the Rosary Church,
Kowloon, and the seminaries
under Fr. D. Page, performed the
service at the Chapel and that at the
grave.Among the many beautiful
wreaths placed on the grave were
those from the following:—
Sua Esposa e Filhos, Guilherme e
Francisca, Jeze e Casimira, Joe e
Leonora, Chiquita, Jorge e Lily, Bebe
e Augusta, Auruso e Nini, Jojo e
Amalia, Piro e Palmira, Eby e Iza,
Menny e Lala, Vicente e Purity and
Evaristo e Betty (deceased's rela-
tives).His Excellency the Governor and
Lady Stubbs, His Excellency the
Governor of Macao and Lady Correa
da Silva, A. F. B. Silva-Netto, F.
Rozza Pereira, Angelina Rozza Pereira,
The University of Hongkong,
Sir Robert Ho Tung, Chung
Hing, E. Cordeiro, Little
Adams and Wood, C. F. Mason,
F. X. d'Almada e Castro, L. Corveth,
The Committee, "The Rock," The
Staff, J. P. Braga's Printing Office,
C. d'Assumpcao, Members of the
Juvenile Society, J. P. Braga and
family, Mrs. Monteiro and family,
Miss M. Pereira, Miss Sara Brito,
Mr. and Mrs. E. J. Eguinech and
family, Madame Carmo, d'Albu-
querque, Mons. d'Albuquerque e

MOTOR PROSECUTIONS.

DRIVER'S MISTAKE.

COLLISION WITH TRAM CAR.

At the Magistracy this morning,
Mr. C. C. Hickling was charged be-
fore Magistrate Lindsell with having,
without a permit, driven motor cycle
No. 24 along Broadwood Road, the
same being closed for motor traffic.The defendant pleaded "guilty,"
and said that the whole matter was
the result of an oversight on his part.
Since the summons had been served
on him, he had applied for and ob-
tained a permit. The Magistrate
imposed the nominal fine of \$5.The driver of motor car No. 312,
owned by the Mercury Garage, was
next charged with reckless driving in
Praya East.He pleaded "guilty."
Traffic Inspector Garrod said that
about 3.45 on the afternoon of March
7, the defendant was driving the car
along the Praya when he attempted
to pass on the left of a tram car
through a narrow space between the
car and a truck going in the same
direction. The defendant found out
his mistake too late, and in swerving
to avoid the truck collided with the
tram car, causing damage to the ex-
tent of \$125, which the Tramway Co.
now claimed.The Magistrate imposed a fine of
\$10 and made an order for the Tram-
way Co. to collect the amount of
damages claimed from the Mercury
Garage.Castro, Mr. and Mrs. H. M. Basto,
Miss B. da Roza, Members of the
Kowloon Residents' Association, Mr.
and Mrs. W. Jackson, Mr. P.
Xavier, Belle, Hugo and family,
Kwan Wai Hon, Mr. Ho Fook,
Composing Staff of Noronha and
Co., Printing Staff of Noronha and
Co., Bookbinding Staff of Noronha
and Co., Office Staff of Noronha and
Co., Mr. and Mrs. H. F. Rozario, Mr.
P. Rozario and family, Mr. J. J.
Basto, Mr. R. A. Basto, Ignas Carvalho
e Filho, J. M. V. de Figueiredo, Mr.
and Mrs. R. H. Kotewall, Juliana F.
Gomes, J. M. Rocha, Mr. and Mrs. J.
C. Barretto, S. M. Churn, Mr. and Mrs.
A. D. Barretto, F. M. Monteiro, Mr.
and Mrs. S. A. Lopes, Mr. and Mrs.
L. E. Guterres, A. P. Guterres, Hon.
Mr. Lau Chu Pak, Lau in Chung, Mr.
and Mrs. P. V. Botelho, The Sincere
Co., Ltd., J. M. Xavier, Dr. A. A.
Carvalho, Mr. and Mrs. E. A. Carvalho,
Mrs. Leiria, Mr. and Mrs. Nolasco da
Silva, Mr. and Mrs. F. M.
Garcia, Mr. and Mrs. E. M.
Xavier, H. S. dos Remedios,
Edw. Ezra, Mr. and Mrs. F. F. P.
Liba, Mr. and Mrs. Y. Gonsalves,
H. Hyndman, Jr. and family, Mrs.
Melania Botelho, Mr. and Mrs. O. D.
Barret, Mr. and Mrs. C. P. Carvalho,
Miss Edith Carvalho, Jorge de Brito,
Miss M. E. Britto, A. A. Cordeiro,
Mr. and Mrs. Arthur Lopes, Mr. W. R.
Katow, Camilla Ladie and Maria
Rand, Sarah Botelho, Luiz R. Gomes,
J. J. Gomes, Mr. and Mrs. J. D. Osmund,
Mr. Choa Po Sien, Catholic Union
Club, Mr. and Mrs. J. T. d'Almada e
Castro, Mr. and Mrs. F. X. Soares, Mr.
and Mrs. J. A. C. V. Ribeiro, Mr. and
Mrs. J. C. V. Ribeiro, Mr. and Mrs.
C. M. C. V. Ribeiro, Mr. and Mrs.
E. Silva, Mr. and Mrs. L. G.
Xavier, Oscar Oliveira, F. X. V.
Ribeiro, Mr. Alfonsos Remedios,
Festonjee, Mr. and Mrs. D. E. Sousa,
F. A. Masiado, Mr. and Mrs. E.
Danenberg, Mr. and Mrs. J. M. Silva,
Mr. and Mrs. M. A. Sousa, Mr. and
Mrs. J. A. Hyndman, A. J. C. Rocha,
F. V. Ribeiro, Mr. and Mrs. J. M.
Green, Mr. and Mrs. Delano Lopes,
Maria Soares, C. E. dos Remedios, J.
M. Alves, Carmen Carvalho, Club
Insitane, E. R. Hyndman, Joao J.
Gomes, M. A. Simoes, M. N. Bux,
Union Insurance Society of Canton, J.
M. Almada Remedios, Club de Recreio
A. M. Larcina, St. Joseph's Troop of
B. P. Scouts, A. M. Silva, Hongkong
Printing Press, C. A. Lopes, Anselina
Basto e Filhos, Ignas Carvalho e
Filhos, J. M. Lopes, Mr. and Mrs.
Soares, F. M. L. Soares, Mr. and Mrs.
Alvares, Manager and Staff, Kowloon
Canton Railway, E. Abraham,
"South China Morning Post,"
"Hongkong Telegraph," E. E. Ellis,
A. S. Ellis, Mr. and Mrs. B. L. Frost,
C. A. da Roza, H. Percy Smith, W.
Logan, H. C. Best, F. C. Jenkin, J.
Carneiro e Esposa, Hon. Dr. Claud
Severn, C. J. Roe, Government of
Hongkong, Julio Ribeiro, Max
Remedios, J. A. V. Ribeiro,
Associacao Portuguesa de Soc-
corro Mutuo, W. G. Fitz Gibbon,
Mr. and Mrs. E. P. O'Sullivan, H. A.
Nisbet, Lowe, Bingham and Mat-
thews, Mr. and Mrs. A. E. da Silva,
A. G. Abbas, C. P. Pinton, Dr. M.
Vieira, S. A. Ramjahn, Wing Pat
Kwong, Mr. and Mrs. E. D. Rozza,
Henrietta Noronha, A. L. Alvares, Capt.
Wheeler, C. D. Melbourne, Mr. and
Mrs. J. H. Kemp, Mr. and Mrs. G.
Banker and family, V. Conceliao, F.
Prata, G. V. Osmund, L. B. Xavier,
H. J. Praia, F. I. Carvalho and
family.The Portuguese Consul received a
telegram from the Governor of
Macao asking him to represent His
Excellency at the funeral.The following message was re-
ceived from the Governor of Macao
last night:—

Macao, March 14.

The Committee, Club de Recreio,
Kowloon.To the Committee and the mem-
bers I offer my sincere sympathy.

(Sdg.) Correa da Silva.

CLAIM AGAINST SHIP.

ALLEGED WRONGFUL

DISCHARGE.

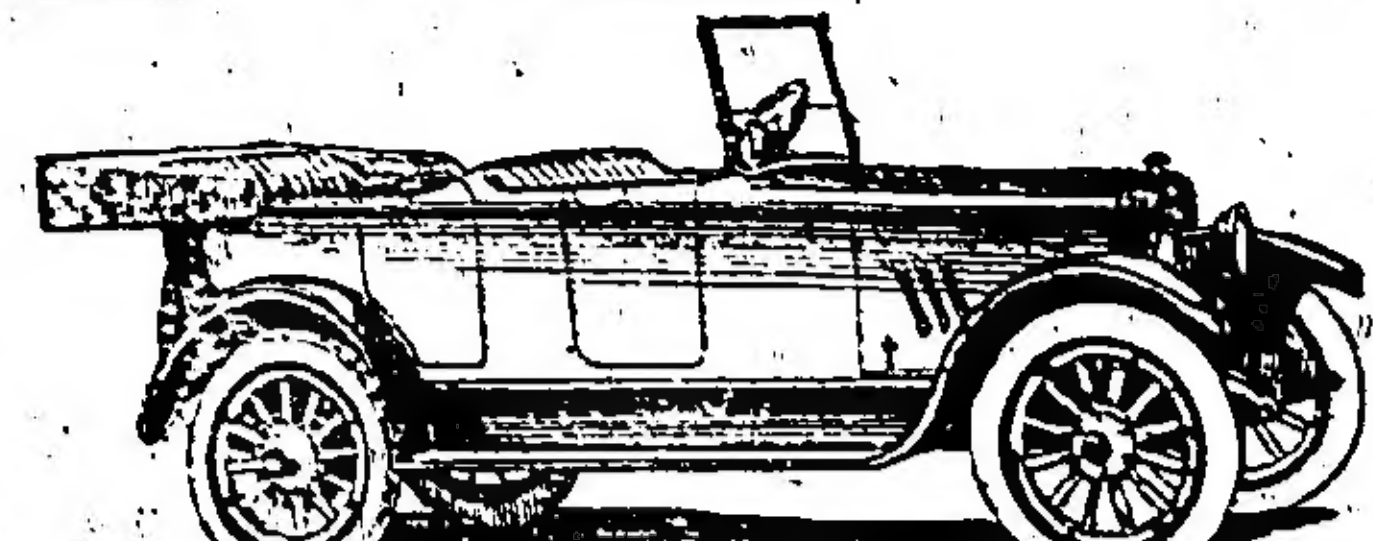
COURT ACTION BY CHINESE CREW.

An interesting claim for wages in
which a Chinese crew engaged in
New York at American rates com-
plain that they were discharged in
Hongkong (under an agreement
securing their discharge in New
York) to make room for cheap local
labour, was commenced before the
acting Chief Justice, Mr. H. H. J.
Gompertz in the Supreme Court
this morning when Chin Ah Fook, a
boatwain and twelve other mem-
bers of the crew of the British
steamer "Sequoia" sued the
Standard Transportation Company
of Hongkong, a subsidiary company
of the Standard Oil Company of New
York.The plaintiffs were represented by
Mr. C. G. Alabaster, instructed by Mr.
W. B. Hild, of Messrs. G. K. Hall
Brutton and Co., and the defendants
by Mr. H. E. Pollock, K.C., and Mr.
F. C. Jenkin, instructed by Mr. C. D.
Wilkinson, of Messrs. Wilkinson and
Grist.Mr. Alabaster said that the facts
briefly were as follows. In August
or September of 1919 the "Sequoia,"
which had left Hongkong in the
previous June, was in New York
short of a crew. It was not unusual
when ships with Chinese engaged
in Hongkong got to American ports
for the crew to desert for other
ships on which American rates of
wages were paid. Accordingly at
the beginning of September the
captain undertook to engage the
plaintiffs and others and the terms
of their agreement were arranged by
the Captain on behalf of the defend-
ants and a boarding house keeper
named George Wong as agents for
the plaintiffs. The terms having
been agreed to between the parties
a memorandum in writing was made
signed by the captain. It took the
form of a letter in which the captain
undertook to engage 22 men
on the British steamer "Sequoia"
for a voyage from New York to the
Orient, there to and fro, for a
period not exceeding 8 months at
American rates of wages. It was
also agreed that the crew should
be paid the American rate of 60
cents an hour for overtime. The
letter was signed W. J. Phillips,
Master, and was duly stamped.The steamer left New York and
proceeded to Colombo, Calkutta,
Rangoon, and Hongkong. Here,
of course, it was possible to get
people at lower rates of wages. The
defendants—either the captain or the
agents—therefore tried to pay off
the crew in Hongkong. The thirteen
plaintiffs, however, refused to sign
off or to take their wages.Mr. Pollock: The suggestion was
not made to the captain under cross-
examination that he tried to play a
trick on the crew.Mr. Alabaster: I did not see it in
the sense of a trick.Mr. Alabaster continued that the
defendants found themselves in a
position—perhaps they con-
sidered themselves right—where
they could easily get a crew at very
much lower rates of wages—\$22
Mex. instead of \$85 Gold. Under
the agreement 22 men were engaged.
One of them died on the voyage. It
was arranged that the balance of his
wages should be settled in New York.
Another man, the carpenter, agreed
to be paid off in Hongkong. No
doubt that suited him. The plaintiffs,
however, objected.After putting in correspondence
indicating the issues, Mr. Alabaster
said that the only point was the
right of discharge in Hongkong on
the first arrival of the ship here.
Plaintiffs claimed that they were en-
gaged under the letter signed by the
captain which entitled them to
American wages and discharge on
return of the ship to New York. The
defence on the other hand claimed
that the plaintiffs were engaged
under the ship's articles which
they subsequently signed and that
under the ship's articles the
plaintiffs could be discharged in
Hongkong. Counsel contended that
if his clients signed any subsequent
agreement they did so ignorant of
the fact that it varied the previous
agreement. Counsel also claimed that
the whole of the ship's articles had
not been read to his clients.Evidence, interrupted by much
legal argument, was then taken.The Warrior's Day Dance on
Thursday night, March 17, to aid
Earl Hair's Fund, which is being
given by Mrs. Harry Woods and her
daughters at the City Hall should
prove a very attractive function.Many generous donations have been
sent in for this great cause, and the
refreshments have been donated by
the leading firms. The Misses Woods
will sing during some of the dances,
and also contribute two songs, and
Paul Ruben's Patriotic song "Eng-
land" the chorus of which will be
found at the back of the "Peace
Programme," which will be sold in
aid of this cause from ten cents and
upwards. Patrons are requested to
present tickets at the door.

CABLE ADDRESS
"MERCURY" HONGKONG.
CABLE CODE
A.B.C. 17th EDITION
WESTERN UNION
RENTAL
F. E. YOUNG
MANAGER

MERCURY MOTOR CAR CO.
15-21 Des Voeux Road Central,
HONGKONG.

TELEPHONES
GENERAL OFFICE 1364
MAIN BRANCH 4 871
SHOW ROOM
HARDWAY BUILDING
FRANCE
WORK SHOP 2388



TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

REPARATIONS BILL.

STRONG CRITICISM IN PARLIAMENT.

LONDON, March 14.

Criticisms in certain sections of the Press and other quarters, as regards the soundness of the Allied commercial sanctions, were echoed in the House of Commons debate on the reparations recovery bill. Labourites and Liberals especially condemned the measure on the ground that it would increase the cost of living in Britain and injure our export trade. Moreover, the yield would be incommensurate with the dangers and difficulties entailed. Lloyd George replied that if Germany honoured the Allied receipts which would be given to the German sellers against half the purchase price of goods exported, the bill would work smoothly but in the event of her refusal the bill would operate as a penalty, excluding German goods from Britain.

STRONG PRESS DENUNCIATION.

LONDON, March 14.

The British business view of the economic sanction against Germany is the theme of a special Times article which declares that the scheme of applying part of the purchase price of imports from Germany towards the discharge of her liabilities thrusts a stick into the complicated mechanism of commerce. Manufacturers, warehousemen, merchants, banks, accepting houses, and bill brokers are eyeing it askance. They opine that the scheme at its worst may result in a total cessation of German imports, and at its best may hamper imports that they will be appreciably reduced in volume and raised in price.

THE HAPPY ENTENTE.

FRENCH PRAISE FOR LLOYD GEORGE.

PARIS, March 12.

The French premier, who arrived this evening from London, expressed his extreme satisfaction at the results of the Conference, also with the utmost cordiality of the reception he met with everywhere. M. Briand stated his absolute conviction that Franco-British solidarity is more than ever necessary, a fact which is the keystone of his whole policy, and which Britain understands quite well too. Upon leaving London he gave an interview to a representative of the French local Press, in which he laid stress on the atmosphere of mutual confidence which permeated the Conference, owing, he said, to Lloyd George's prudence and moderation. Briand, concluding, said: "I know no other statesman who possesses such keen political sense."

GERMAN MERCANTILE MARINE.

TO BE RESTORED WITH GOVERNMENT HELP.

BERLIN, March 14.

The Reichstag has ratified an agreement between the Government and the shipowners sanctioning a total grant of twelve milliards of marks for reconstruction of the mercantile marine. The shipowners pledge themselves to build at least one third of their former tonnage within a decade. Eight milliards of the sum have already been handed over.

FACTS OR FRENCH WISHES?

A "WAIT AND SEE" REPORT.

PARIS, March 14.

Official advices from Constantinople record that the insurrectionary movement in the Caucasus is gaining ground. The Don Cossacks have revolted en masse. General Budienny has informed the Soviets that he is unable to lend assistance against the rebels because the majority of his regiments are themselves composed of Cossacks.

U. S. A. IN PACIFIC.

NAVAL ARRANGEMENTS.

WASHINGTON, March 14.

Mr. Denby has declined to deny the reports that the navy administration contemplates a concentration of the entire fleet in the Pacific and the creation of a huge naval base on Oahu, Hawaii. Apparently the question is still undecided. A special session of Congress is being called for April 11.

GERMAN PROTEST.

INVEIGLING THE L. O. N.

BERLIN, March 14.

The German government has protested to the Council of the L. O. N. against the Paris sanctions.

H.K.V.D.C.

SHOOTING PRIZES. DISTRIBUTION YESTERDAY.

At the Volunteer Headquarters last evening, an interesting event took place when H.E. the Governor distributed the prizes won by the Corps during the rifle meetings held in January and February last.

The function was presided over by Lieut. Col. L. G. Bird, D.S.O., and H.E. the Governor was supported by H.E. Major-General Sir George M. Kirkpatrick, K.C.B., K.C.S.I., and Commodore Bowden Smith.

The distribution of prizes was preceded by a smoking concert, the following contributing to a very enjoyable programme—Tedo's Jazz Orchestra, Sergeants Woodward and Newton, Q.M.S., W. R. Crew, and Messrs. S. Hamar, T. G. Paterson, Howard Frebourn, E. T. Crocker, V. C. Labrum and F. H. Farthing; Lena and Tedo, and Sergt. Major R. J. Thompson.

Much credit for the success of the evening is due to Gunner C. E. Frith for his work in organising the concert.

PRIZE WINNERS.

The following were the prize winners—

All Comers' Competition. Prizes presented by Mr. A. G. Stephen, 1st Corporal Grimes, H.V.D.C.; 2nd, Pte. F. C. Goodman, H.V.D.C.; 3rd, T. Swan, Talook Dock; 4th, Sergt. Clemow, H.M.S. "Tamar".

Range Prizes. Presented by Hon. J. Johnston and Mr. G. M. Young, 200 yards, A. B. Charlesworth, H.M.S. "Eglington"; 500 yards, C. P. O. Shead, H.M.S. "Colombo"; 600 yards, Sergt. Booker, H. K. Police.

Blake Shield. Special prize presented by Lt. Col. L. G. Bird, D.S.O., won by Private Shaw. The winners of the shield were a Mounted Infantry Company team consisting of Sergt. Grimstone, Pte. Shaw, Pte. A. Young, Pte. Fiddes Wilson and Pte. Wilkinson.

Frances Cup. Cups presented by Lt. Col. L. G. Bird, D.S.O. Winners No 2 Platoon: Sergt. Edmonds, Corporal Grimes, Lance-Corporal Dovey, Pte. G. Wood.

Musketry Competition. 1st prize (presented by Hon. Dr. Claud Severn, C.M.G.), Lance-Corporal J. A. Lyon; 2nd prize, Pte. F. C. Goodman; 3rd prize, Pte. R. J. Goodman.

Musketry Competition. Prize presented by stockbrokers of the Colony won by Gunner N. L. Ralston.

Jar Competition. Prizes presented by Mr. H. Humphreys. 1st Team, Ptes. C. Young, D. J. Valentine, R. K. Valentine; 2nd Team, Gunners Frith, Ralston, Macdonald; 3rd Team, Ptes. R. J. Goodman, F. C. Goodman and Smyth.

Running Man Competition. 1st prize (presented by Hon. Mr. Holyoak), Lance-Corporal J. A. Lyon; 2nd prize, Lieut. R. M. Smith; 3rd prize, Gunner Macdonald.

Tile Competition. Prizes presented by Sir Paul Chater, 1st Team, Lieut. Hall, Corporal Grimes, Sergt. Edmonds, Lance-Corporal Dovey, and Pte. Wood; 2nd Team, Ptes. F. C. Goodman, R. J. Goodman, J. Smyth, R. K. Valentine and C. Young.

Corps Championship.—Winner, Corporal Grimes. Prize (presented by Mr. M. M. Dyer for runner-up) Pte. F. C. Goodman; 2nd prize, Sergt. A. M. Thornhill; 3rd prize, Pte. R. J. Goodman.

Range Prizes.—200 yards, Lieut. Dodwell, 500 yards, Gunner C. E. Frith; 600 yards, Pte. D. J. Valentine.

Revolver Competition.—1st prize, "Cutty Sark" Cup, presented by Major (Kewick) Corporal C. A. Grimes; 2nd prize, Sergt. Thornhill; 3rd prize, Major G. F. E. Rapson, D.S.O.

Revolver Competition.—1st prize (presented by Mr. H. W. Bird), C. P. O. Shead, H.M.S. "Colombo"; 2nd prize, Eng. Lt. Comdr. Jackson, H.M.S. "Titania"; 3rd prize, Corporal C. A. Grimes, H.V.D.C.; 4th prize, Mr. Noss, H.M.S. "Hawkins".

Corps Championship, 1918.—Winner, Pte. F. C. Goodman; 1919, Corporal C. A. Grimes.

Beliefs Shield of the Hongkong Rifle League.—Won by the Corps.

TO-DAY'S ADVERTISEMENTS.

A CONCERT.

Under the auspices of the St. Andrew's Church Men's Association will be given in the St. Andrew's Church Hall, Kowloon, on WEDNESDAY, 16th March, commencing at 8.45 p.m. at which many well-known local artists (including the popular and clever LENA & TEDO) will appear.

The public are invited. Admission free.

WANTED.

WANTED.—ONE ROOM FOR OFFICE, TEMPORARILY REQUIRED BY EUROPEAN POSITION NOT IMPORTANT. APPLY Box 1271, C/O "CHINA MAIL."

TO-DAY'S ADVERTISEMENTS.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, March 22nd, 1921, at 4 o'clock precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any General business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1921.

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

THE ANNUAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, March 30th, 1921, at 4 p.m. precisely, in the CHAMBER OF COMMERCE ROOM, CHARTERED BANK BUILDING, for the following purposes—

1. To receive the Report and Accounts of the Committee for the year ended 31st December, 1920.
2. To elect a New Committee.
3. To transact any general business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1921.

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS" will commence on MONDAY, April 4th, 1921, if sufficient support be forthcoming.

Application for enrolment and enquiries regarding hours of School, Fees, etc., should be made to the undersigned as early as possible.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, March 15, 1921.

WANTED.

WANTED.—EXPERIENCED CHINESE DISPENSER. Good Salary to right man. Apply Dr. CANNON To, THE PHARMACY.

HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT.

MING YUEN GARDENS, THURSDAY, 24th March.

Main Event

WELTERWEIGHT CHAMPIONSHIP.

"SEK" KERRISON, (Holder)

SEAMAN CODLINGS.

(Runner up Fleet Championship 1920)

Booking Mottos: MONDAY, 21st

Members only (on production: current membership card).

TUESDAY to THURSDAY, 22nd to 24th, General Public.

Special Trains will be run.

GEORGE G. N. TINSON,
Hon. Secretary.

Hongkong, March 15, 1921.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From, LEITH MIDDLEBERO, LONDON AND STRAITS.

THE Steamship

"BENLAVERS"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 26th inst. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hongkong, March 15, 1921.

TO-DAY'S ADVERTISEMENTS.

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

President—Sir Robert Horsey, Kt., LL.D.
Vice-presidents—R. E. O. Barn, Esq., M.A.
U. R. H. H. H. Esq.
Hon. Secretary—C. G. Anderson, Esq.
Hon. Treasurer—J. G. Barnard, Esq.

PAST PUPILS, wishing to become Members of the Association, are requested to communicate with the Hon. Secretary or the Hon. Treasurer, whose address is Union Trading Co., Ltd., Prince's Buildings.

The First Annual Dinner will be held in the College Hall, very shortly, when notice will be given to members.

G. G. ANDERSON,
Hon. Secretary.

Hongkong, March 15, 1921.

HONGKONG JOCKEY CLUB.

THE FIRST GYKHANA is fixed for SATURDAY, April 2nd, 1921. Draft Programmes and Entry Forms may be obtained at Race Course, Hongkong Club and Causeway Bay Stables. Entries CLOSE WEDNESDAY, 23rd March.

Hongkong, March 15, 1921.

TO LET.

FURNISHED for 6 months, from 1st May, Kellott Lodge, No. 65, The Park; 6 ROOMS, large tennis court and garden. Apply to—LUNSTED & DAVIS, Alexandra Buildings.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

WEDNESDAY, March 16, 1921, at 2.30 p.m.
at No. 16 Godown, of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

(see account of THE CONVEYANCE)
180 Boxes Tinsplates 14" x 18" (more or less damaged by sea-water). Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, March 15, 1921.

ON FRIDAY, March 18, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street, 18 Peas. U.S. Tyres 34 x 4

13 —do— Straight Side.

15 —do— 36 x 4

15 —do— Straight Side.

4 —do— 765 x 105

3 —do— Straight Side.

3 —do— 31 x 4

3 —do— Beaded Edge.

3 —do— Beaded Edge.

3 —do— Beaded Edge.

4 Wire Wheels.

Also

A Quantity of Paint, Enamel, Safety Razors, etc.

And

Two Molar Safes.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

on FRIDAY, March 18, 1921, at 11 a.m.

at their Sales Rooms, Duddell Street, 232 Bags Tapioca Flour.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, March 15, 1921.

on SATURDAY, March 19, 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

(see account of THE CONVEYANCE)

93 Bolts Birkmyres Patent Tarpanlin Canvas.

16 Bolts Birkmyres Patent Cloth for Motor Car Covers.

104 Bolts Flax Canvas No. 1, II & III.

35 Bolts Woodbury Cotton Canvas No. 1, II & III.

5 Bolts Woodbury Cotton Dark 8 oz.

Also

A Quantity of Marine, Houseline and Hambroline.

On view from Friday, the 18th inst.

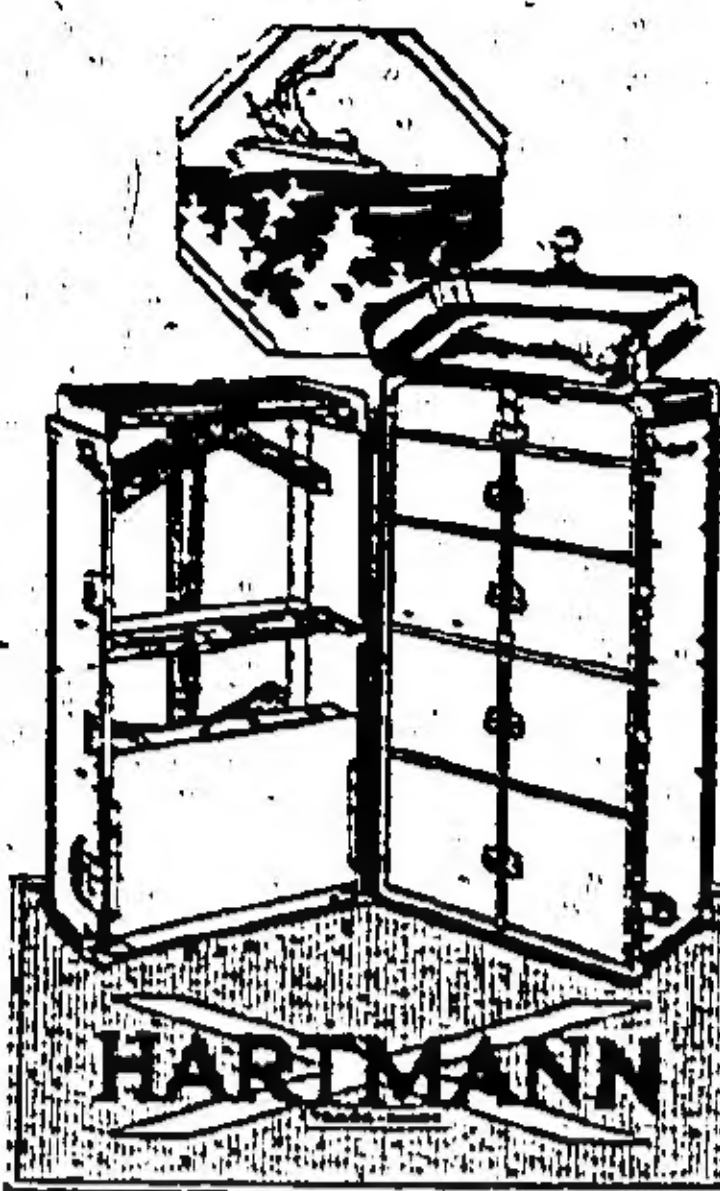
Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, March 15, 1921.

NOTICES.

HARTMANN WARDROBE TRUNKS.



There's no Trunk like a Wardrobe and no Wardrobe like a Hartmann.

WE OFFER A CONVINCING DEMONSTRATION WITHOUT OBLIGATION.

Sole Agents:—

LANE, CRAWFORD & CO.

"BABY" GRAND PIANOS

JUST UNPACKED

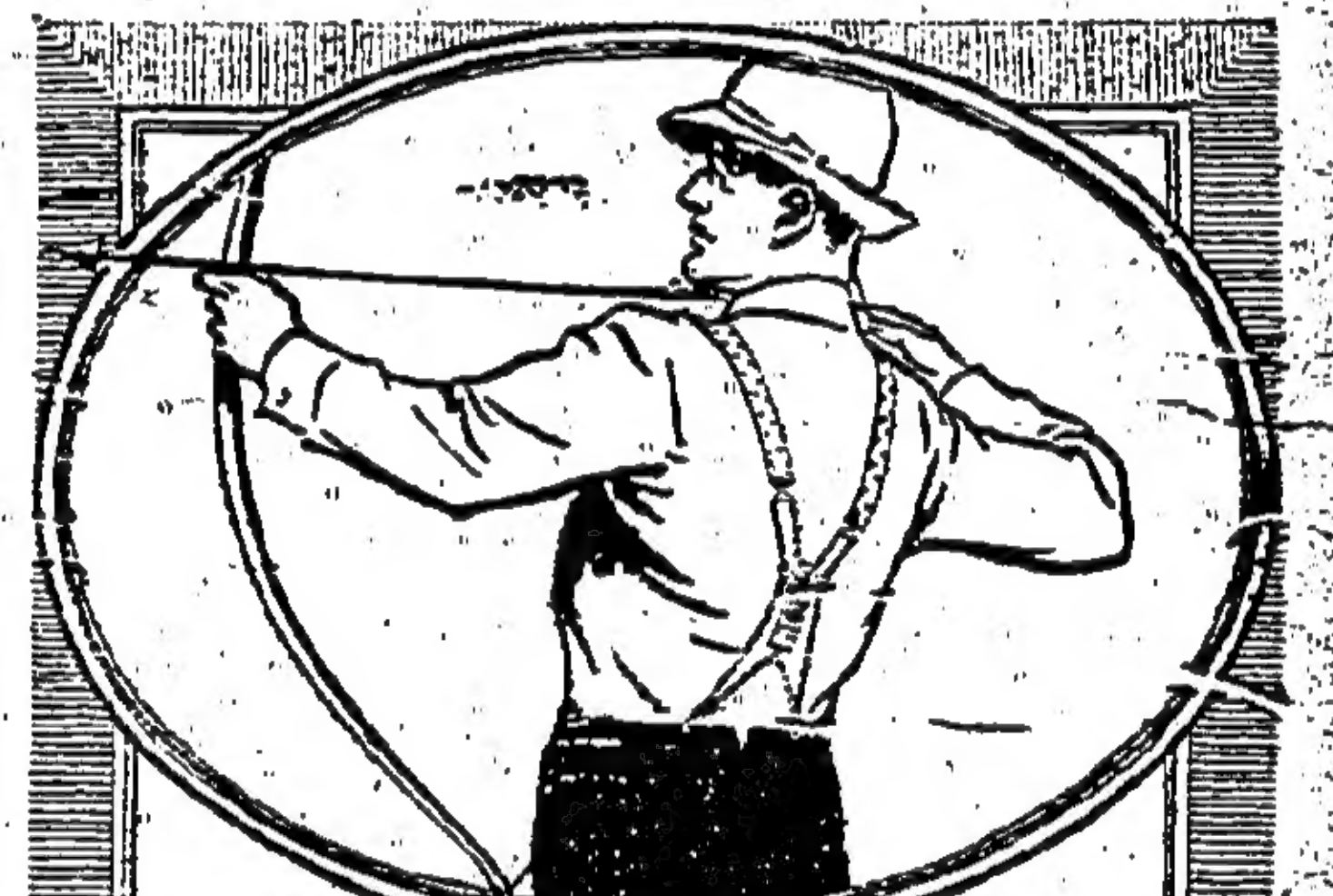
FROM "BROADWOOD" LONDON.

& "CHICKERING" BOSTON.

The finest in the World.

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD. TEL. 1324.



Shirley President Braces Are as Flexible as a Reed

As the bow unto the arrow is, so are SHIRLEY PRESIDENT BRACES to the body. They make for erect, graceful figures, yet give and bend and sway, obeying every demand of the figure in movement without in the least retarding the free, easy action.

SOLD BY GOOD DEALERS EVERYWHERE. Look for the name on the buckles and the printed guarantee label.

"SHIRLEY PRESIDENT"

President-Suspender Company

Shirley, Massachusetts, U. S. A.

Established in 1878 Cable Address: President

SHIRLEY PRESIDENT

TANSAN

received the highest award

A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testified to its excellency and purity.

Beware of bogus imitations. No TANSAN is genuine unless the label bears the name of

J. OLIFFORD-WILKINSON.

Unrivaled as a drink. Mixes well with Wines, Spirits or Milk.

TANSAN raises the spirits and excites sanguine anticipation even as a flagon of wine exhilarated the monks of old.

For the good old frier of orders grey Would have waived the flagon of wine away And tumbled himself in any man's cup.

With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

Tel. No. 128. 8, QUEEN'S ROAD, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings: To Macao daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.).
From Macao daily at 8 a.m. and 2 p.m. (Sundays at 9 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to
NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.

S.S. "EGREMONT CASTLE" Sailing on or about 6th April.

LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE.

S.S. "TRIESTE" Sailing on or about 20th April.

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

RUIME having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 20th March.

Passengers' Loggess can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between:

JAPAN, HONGKONG & JAVA

FOR JAVA.

S.S. "BORNEO MARU" Sailing on or about 14th March.

FOR JAPAN.

S.S. "MACASSAR MARU" Sailing on or about 25th March.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

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SHUNGO MARU—Monday, 21st March.

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HONGKONG, April 1, 1921.

HONGKONG, April 1, 1921.

HONGKONG, April 1

WORLD SHIPBUILDING.

PROGRESS IN 1920.

LLOYD'S REGISTER RETURNS.

The following summary of the Merchant Shipbuilding for 1920 issued by Lloyd's Register, has been forwarded to us by the local office. The summary does not include warships, moreover it takes into account only merchant vessels of 100 tons gross and upwards, that were launched in 1920, whether they were completed during the year, or are still under construction.

Sailing vessels fitted with auxiliary power are included with steamers or motor vessels, according to type of engine.

Figures regarding the output during the war period are only shown for Allied and Neutral Countries.

Complete totals for Germany not being available, no figures are shown for that country.

UNITED KINGDOM.

PARTICULARS OF TOTAL OUTPUT.
During the year 1920 there have been launched in the United Kingdom 618 merchant vessels of 2,055,624 tons (viz., 556 steamers of 1,953,014 tons, 25 motor vessels of 86,940 tons, and 37 sailing vessels and barges of 15,670 tons).

These vessels have been built of steel with the exception of three wood vessels 660 tons and seven vessels of reinforced concrete of 3,794 tons. Only one sailing vessel has been launched during the year, viz., a yacht of 123 tons.

The output for 1920 is the highest ever reached; it exceeds last year's total by 435,182 tons—over 26 per cent., being 142,371 tons higher than the previous record figures of 1913.

NATIONALITY OF VESSELS LAUNCHED.
Of the tonnage launched during the year, 1,209,221 tons are for registration in the United Kingdom, and 846,403 tons, or over 41 per cent. of the total tonnage, are for owners residing abroad. This percentage is considerably higher than the pre-war figures which, for the five years, 1909-1913, reached an average of 22½ per cent. The total tonnage launched in 1913, although lower than that of 1920, included some 309,000 tons more for United Kingdom owners than the present figures.

Of the tonnage launched in 1920, 286,644 tons are for Norwegian owners, 201,662 tons for French owners, and 131,589 tons for Italian owners.

SIZE AND TYPE OF VESSELS.

The returns for 1920 show that 168 vessels of between 5,000 and 10,000 tons each and 15 vessels of 10,000 tons and upwards were launched; the following are of over 13,000 tons each—

"Empress of Canada" 22,000 tons.
"Scythia" 21,500 "
"Ginlio Cesare" 21,000 "
"Samarra" 18,500 "
"Pittsburgh" 18,600 "
"Montreal" 18,250 "
"Montrose" 18,250 "
"Tyrrhenia" 18,000 "
"Oroya" 14,000 "
"Ballarat" 13,300 "

Of the vessels building on the Isherwood system of longitudinal framing, 12 were launched, with a gross tonnage of about 73,000 tons, including six of these vessels with a tonnage of about 39,000 tons, there were launched during 1920 11 vessels of about 65,400 tons for the carriage of oil in bulk; one of them being a barge of 2,606 tons. The returns also include 40 trawlers, and a large number of vessels designed for channel, coasting, and other special services.

The average tonnage of steamers and motor vessels launched in the United Kingdom during 1920 is 3,508 tons; but, if those of less than 500 tons be excluded, the average reaches 4,387 tons, compared with 4,006 in 1919, 4,593 in 1918, 4,933 in 1917, 4,080 in 1916, and 3,791 in 1915.

VESSELS FITTED WITH TURBINES OR WITH INTERNAL COMBUSTION ENGINES.

The great development which has taken place in the use of steam turbines is well shown by the fact that during 1920 there were launched 79 vessels with a total tonnage of 638,557 tons, which will be fitted with steam turbines and practically all of them with geared turbines. These figures include two vessels which will have a combination of turbines and reciprocating engines. It may be stated that all the vessels of 14,000 tons and above, launched during the year are to be fitted with turbines.

The tables in the summary, for the first time distinguish between steamers and motor vessels. During the year 25 motor vessels of 86,940 tons have been launched, and eleven of them are of 5,000 tons and upwards, the three largest being of about 8,500 tons each.

OUTPUT OF LEADING PORTS.
The Glasgow district occupies first place amongst the shipbuilding centres of the country, showing an output of 457,032 tons. Then follow Newcastle (365,775 tons), Sunderland (314,454 tons), Greenock (223,434 tons), Middlesbrough (195,452 tons), and Belfast (117,656 tons). The largest increase as compared with 1919 has taken place on the Clyde, the figures for which are 154,719 tons, higher than the previous year. The increase for Newcastle is 125,839 tons, for Middlesbrough 75,509 tons, and for Sunderland 40,711 tons, while in the Belfast district an actual decrease of 82,984 tons is recorded.

Of course, the extent to which yards have been engaged in the reconditioning of vessels has materially affected the output of new tonnage for the whole country, and especially in particular districts.

PROGRESS OF SHIPBUILDING DURING THE YEAR.
As regards the movement of the shipbuilding industry during the course of 1920, Lloyd's Register Quarterly Returns show that at the opening of the year 2,984,249 tons were actually under construction in the United Kingdom. The March returns showed an increase of about 400,000 tons, the June returns 184,000 tons, and the September returns 153,000 tons, the amount of tonnage building at the end of September, 1920, having reached 3,731,098 tons, the highest figures known to the shipbuilding industry of Britain. The figures for the end of the year, 3,708,916 tons, are only 22,000 tons less.

As was suggested in connection with the December quarterly shipbuilding returns, it is quite possible that the small decrease of work in hand then reported may prove to be the beginning of a serious decline in the shipbuilding industry.

Of course, the real activity of the industry cannot be measured exclusively by the tonnage actually under construction. So long as a vessel remains incomplete in a builder's yard she helps to swell the tonnage under construction; and a large tonnage may be on hand with few or no orders coming in for new vessels to fill the berths as they become vacant. So far as these and similar considerations operate at the present time, there is no question that the shipbuilding outlook for the near future is far from being so favourable as the present high figures would at first sight appear to indicate.

OTHER COUNTRIES.

PARTICULARS OF TOTAL OUTPUT.
Attention is drawn to the statistics given in Tables IV., V. and VI., from which it appears that outside the United Kingdom there have been launched during the year, 1,141 merchant vessels of 3,806,042 tons (907 steamers of 3,599,993 tons, 75 motor vessels of 103,037 tons, and 159 sailing vessels and barges of 103,012 tons). The figures show a decrease of 1,718,065 tons as compared with those for 1919, and of 293,282 tons as compared with 1918, but are 2,405,313 tons higher than those for 1913, the pre-war record year.

Taking the output of 1913 at 100, the figures for the last three years are as follows:—1918, 292.6; 1919, 394.4; and 1920, 271.7.

SIZE AND TYPE OF VESSELS.

The returns for the year include 236 vessels of between 4,000 and 6,000 tons each; 163 of between 6,000 and 8,000 tons; 25 of between 8,000 and 10,000 tons; and 17 of over 10,000 tons each, seven of the latter being steamers of about 13,500 tons each launched in the United States, and one, viz., the "Caracciolo," of about 31,000 tons displacement and 25,000 tons gross, launched in Italy during the year, which vessel, originally intended as a warship, is now being converted into a merchant vessel.

The figures for the year include 220 vessels of a total tonnage of 1,205,158 tons to be fitted with turbines, the great majority of which will have geared turbines. The output for the year also comprises 170 steamers of about 1,125,000 tons built on the Isherwood system of longitudinal framing, including 73 of these vessels of about 510,000 tons; there were launched during the year 89 vessels of about 575,000 tons for the carriage of oil in bulk. Practically the whole of the tankers and vessels built on the Isherwood system were launched in the United States.

During 1920 there were launched 75 vessels of 103,037 tons to be fitted with internal combustion engines. Nine of these vessels are of over 5,000 tons each, three in Denmark, two in Holland, and one in Italy and Sweden; the largest launched abroad during the year being the "William Penn," of 8,168 tons, building in the United States. The total figures include many sailing vessels fitted with auxiliary power.

The tonnage of wood vessels included in this year's total is 133,827 tons, which is only 3½ per cent. of the total tonnage launched abroad during 1920. As compared with the 1919 figures, there is a decrease of about 587,000 tons; and of over 1,000,000 tons as compared with 1918, when the tonnage of wood vessels launched amounted to 28 per cent. of the total output.

The total figures include a large proportion of barges and other craft which cannot be described as real sailing vessels. Apart from such craft there were launched abroad 121 sailing vessels of 68,896 tons, 15 of which are between 1,000 and 2,000 tons, and five of over 2,000 tons; the largest being two six-masted schooners of 2,526 tons each, built at Portland, Oregon.

During 1920 there were launched 13 vessels of 23,067 tons; built of reinforced concrete, of which five are building in the United States, and include one steamer of about 6,000 tons and two of about 5,000 tons each.

The countries where the largest output has taken place during the year under review are the United States, Japan, Holland and Canada. The

totals for these countries amount to 3,275,595 tons, and account for over 86 per cent. of the total output abroad.

UNITED STATES.

PARTICULARS OF TOTAL OUTPUT.
The output for the year 1920, namely, 2,476,253 tons, is 1,569,132 tons lower than during 1919, and this decrease accounts for over 87 per cent. of the total reduction in the tonnage launched abroad during 1920.

The decrease has been general all over the country, but not so great on the Atlantic Coast, where it amounts to 17.3 per cent. as compared with the 1919 figures, whereas the corresponding figures for the Gulf Ports are 31.6 per cent.; for the Pacific Coast nearly 60 per cent., and for the Great Lakes over 74 per cent.

Notwithstanding this great reduction of output the figures for 1920 are still nine times larger than in 1913, and nearly 5½ times larger than in 1907, the pre-war record year. Moreover, the output in the United States during 1920 represents over 42 per cent. of the world's combined output and 65 per cent. of the total output abroad.

The figures for tonnage launched on the Great Lakes—127,529 tons—include four large steamers with a total of 33,222 tons intended for service on those lakes.

SIZE AND TYPE OF VESSELS.

The total figures for the United States comprise over 1,500,000 tons of vessels to be fitted with steam turbines, and about 29,000 tons of vessels to be fitted with internal combustion engines, including one vessel of 5,168 tons, the largest vessel fitted during the year. Eighty-eight steamers for the carriage of oil in bulk were launched with a tonnage of about 567,000 tons; 73 of these vessels, of about 510,000 tons, were built on the Isherwood system of longitudinal framing, and in addition 85 other vessels of about 558,000 tons were also built on this system.

The total figures comprise 119 steamers, each of between 5,000 and 6,000 tons; 152 of between 6,000 and 10,000 tons, and 15 vessels of 10,000 tons and upwards. These vessels include seven turbine steamers of about 13,500 tons each, five of them built by the New York Shipbuilding Corporation, and two by the Newport News S.B. & D.D. Co.; these are the largest vessels launched abroad during 1920, with the exception of the "Caracciolo," previously mentioned.

The largest wood vessels are two steamers and one motor vessel, each of about 3,500 tons, and built at Orange, Texas.

The returns of the year include five vessels of 19,000 tons built of reinforced concrete, two of them of about 5,000 tons each, and one of about 6,000 tons.

JAPAN.

The output for this country—456,642 tons—is 155,241 tons less than in 1919, and 33,282 tons less than in 1918. It forms, however, 34½ per cent. of the total tonnage launched abroad, excluding the United States. The striking advance of the shipbuilding industry in this country is well shown by the fact that the tonnage launched during 1920, notwithstanding the decrease as compared with 1919, nearly equals the whole output of Japan during the ten pre-war years 1904-1913.

The 1920 totals only refer to steel steamers; they comprise 30 vessels of between 5,000 and 6,000 tons each, and 21 of between 6,000 and 10,000 tons each; the largest being a tanker of about 8,000 tons, and two other steamers of 9,695 tons each.

BRITISH DOMINIONS.

The total tonnage launched in all the British Dominions during 1920, namely, 203,644 tons, is about 155,000 tons less than in 1919.

The tonnage launched in Canada—159,551 tons—is about 112,000 tons less than in 1919. It includes 13 steel steamers of 29,087 tons launched on the Great Lakes. On the coast and on the St. Lawrence were launched 17 steel steamers of between 5,000 and 6,000 tons.

The tonnage launched in the other British Dominions is 44,093 tons; over half of this tonnage represents the output of the Hongkong district, where two vessels of about 5,100 tons each were launched.

HOLLAND.

The total tonnage launched during 1920—183,149 tons—is 46,900 tons higher than the 1919 figures, and is a record. As usual, the figures for this country do not include vessels exclusively intended for river navigation.

The total figures comprise 7 vessels to be fitted with internal combustion engines, including 2 of 5,370 and 5,155 tons respectively, and also 3 vessels with a total tonnage of 19,000 tons to be fitted with steam turbines.

Seven vessels of between 5,000 and 7,000 tons each have been launched, and 2 of about 8,100 tons each.

SCANDINAVIAN COUNTRIES.

The total tonnage launched in Denmark, Norway and Sweden, amounts to 163,347 tons, which is 17,032 tons higher than the output for 1919. The increase in Denmark amounts to 22,003 tons, and in Sweden to 12,852 tons, whereas there has been a decrease of 18,723 tons in Norway.

The total figures include four vessels of between 5,000 and 5,800 tons each launched in Sweden, and three in

vessels in Denmark of between 5,900 and 7,150 tons. The tonnage of steel vessels fitted with internal combustion engines launched in Denmark—24,352 tons—is the largest for any country outside the United Kingdom.

ITALY.

The total figures for this country—133,190 tons—are 50,477 tons higher than those for 1919. They include the output of Trieste, amounting to 29,191 tons. The totals comprise nine steamers of between 5,000 and 5,800 tons, one of 6,500 tons, and the "Caracciolo," of about 25,000 tons gross, launched as a warship and now being converted into a merchant vessel. Including the latter vessel, eight vessels, with a total tonnage of 63,208, were launched, which will be fitted with steam turbines.

FRANCE.

The output for the year—93,449 tons—exceeds the totals for 1919 by 60,786 tons, and although still below the pre-war figures, reflects the great improvement in the shipbuilding industry which has taken place in this country. The total figures include six steamers of between 5,000 and 6,700 tons and one of about 9,500 tons.

SPAIN.

During the year 45,950 tons were launched, which total is 6,659 tons less than for 1919. The figures include five steamers of between 5,000 and 6,000 tons, and the "Alfonso XIII," a turbine steamer of 10,137 tons.

PROGRESS OF SHIPBUILDING ABROAD DURING THE YEAR.
A steady has taken place during the whole of 1920 in the work in hand in countries abroad. At the beginning of the year the tonnage under construction amounted to 4,867,114 tons, and at the end of December the total was 3,470,862—a decrease of 1,396,252 tons. It should, however, be stated that the whole of this reduction is due to the enormous decrease in the shipbuilding industry in the United States. At the end of December, 1919, there were 2,966,515 tons building in that country, whereas the figures for December, 1920, were 1,310,312—1,656,203 tons less.

Excluding the United States, Lloyd's Register Quarterly Returns show that on the whole there has been a steady increase throughout the year in countries abroad, the total tonnage building at the end of 1920 being 260,000 tons more than the work in hand at the end of 1919.

The increase in France amounts to about 181,000 tons and in Holland to about 123,000 tons. On the other hand, a considerable decrease has taken place in Japan and in Canada, amounting to about 61,000 and 52,000 tons respectively.

The countries abroad having the largest amount of tonnage under construction at the end of 1920 are: United States of America 1,310,000 tons, Holland 451,000 tons, France 398,000 tons, Italy 364,000 tons, and Japan 249,000 tons.

SUMMARY OF WORLD'S OUTPUT.

The total output during 1920 has been 5,861,666 tons, which is a decrease of 1,282,883 tons as compared with 1919, but exceeds by more than 2½ million tons the output for 1913, which was the pre-war record year.

In the United Kingdom there has been launched 35 per cent. of the world's output for 1920 as compared with 22½ per cent. for 1919, and 58 per cent. for 1913.

A striking fact shown by this summary is that during the year under review there have been launched about 1,825,000 tons of vessels which will be fitted with steam turbines. These figures represent no less than one-third of the total world's output of steel steam tonnage.

It may be stated that during the three years 1918-1920 the total addition to the world's merchant navies by new construction amounts to practically 18½ million tons.

VESSELS CLASSIFIED BY LLOYD'S REGISTER.

Of the merchant vessels launched during 1920, 960 of 3,697,141 tons (489 vessels of 1,697,543 tons in the United Kingdom and 471 of 1,999,598 tons abroad) are intended for classification in Lloyd's Register book. These figures include over 82½ per cent. of the United Kingdom's output, and if only the tonnage of the steel steamers and motor vessels of 1,000 tons and upwards launched in the world is taken into account, nearly 65 per cent. of such tonnage has been built under the society's inspection. The total figures are, with the exception of 1919, the highest ever reached in any one year during the history of the society; they exceed by 1,624,728 tons the pre-war record total attained in 1913.

During the last 15 years no less than 28,340,000 tons of new vessels have been launched which were built under the supervision of Lloyd's Register.

One fatal case of diphtheria, Chinese, and two non-fatal cases of cerebro-spinal fever, all Chinese were reported yesterday. Last week there were not less than 30 Chinese cases of cerebro-spinal fever, of which 12 were fatal. In addition there were three fatal cases of influenza, and two fatal cases of small-pox, all Chinese, also one imported case of paratyphoid fever (Indian), and one case of diphtheria, Chinese.

SPORT.

TENNIS TOURNAMENTS.

YESTERDAY'S GAMES.

NG SEE KWONG V. M. W. LO.

Yesterday at the Cricket Club, two open singles matches were decided, as was also one doubles.

Play began steadily after a short knock over, and it was soon seen that Lo was nervous or somewhat off his game. Ng began serving, and placing well to the side-lines soon had Lo on the run. Lo could not kill the ball when he got the chance and paid the inevitable penalty. Ng waits much longer for the ball than does Lo as a rule, and so the irregularities of the court did not perplex him.

It was soon evident that unless Lo could make a change in his luck, he was in for an unpleasant time, and though he fought gamely his play could not be compared to his display in the final of last year's tournament.

Ng See Kwong won the first set fairly easily at 6/4, and though Lo's luck seemed to change for a brief while in the second set he could not hold the champion, who was putting more speed into his forehand than in his usual wont. There were many fine baseline exchanges, with neither player venturing up very often, though when Ng did come up he usually won the point decisively. Lo's soft overhead let him down many times—Ng would tempt him up, get a soft smash and pass him clean. He took the second set at 6/2 and the third at 6/3.

Lo was not favoured by fortune either in the actual play or in the draw, which prevented him from having any tournament practice before meeting Ng, who seems to be independent of either practice or conditions.

Score—6/4, 6/2, 6/3 to Ng See Kwong.

M.D.C. SANDBERG V. MAJOR C. WILLSON.

There was no noteworthy play here.

Score—6/4, 6/1, 6/1 to Major C. Willson.

J. RODGER, J.R. AND G.S. RODGER V. MAJOR GREENAWAY AND CAPT. C. OLLIVER.

The Rodgers were unlucky in the draw, and stood little chance from their opponents, who played a steady game and wore them down by superior play and tactics. The Rodgers were very active in retrieving many apparently hopeless shots, but could not do sufficient attacking to overcome the stronger pair.

Score—6/2, 8/6, 6/1 to Greenaway and Olliver.

A. PLAYER.

The results of the other matches played yesterday were—

Club Championship—A. B. Raworth beat J. S. Jennings, 4-6, 6-2, 6-1.

Handicap Singles "B"—Lt. C. H. Larkum (res. 15) beat H. Greenwood (res. 4/6), 6-2, 6-0.

Handicap Doubles—A. H. Crook and A. D. Ball (ows 3/6) beat Major H. M. Edwards and Major Timmis (ows 4/6), 6-0, 6-2; T. H. King and C. Blaker (res. 2/6) beat J. W. Alabaster and G. W. Sewell (scr.), 3-0, 6-6.

Mixed Doubles Handicap—Col. L. Humphrey and Mrs. Timmis (ows 15/2) beat Rev. H. S. Crole (res. 6-6) and Mrs. Bowden Smith (ows 15), 6-0, 6-3.

TO-DAY'S GAMES.

Open Championship Singles—H. W. Sasson v. D. J. Valentine; V. Yvanovich v. O. Rumjahn.

Open Championship Doubles—Capt. C. S. Fisher and Lt. A. S. Lindell v. J. B. Penman A. D. Humphreys; Lt. Col. F. J. Bowen and Col. L. Humphrey, v. B. W. Bradbury and C. Fincher; Major H. M. Edwards and R. Townsend v. winners of today's match.

Club Championship—J. Rodger, Jr., v. Capt. P. Haycock Davies; Handicap Singles—"A"—R. M. Henderson v. G. M. Doxwell.

Handicap Singles "B"—B. Crowley v. C. Blaker.

Mixed Doubles Handicap—F. A. Dinsdale and Miss D. Taylor v. G. R. Sayer and Mrs. Sayer; L. Forster and Dr. Gradya Turner v. Major H. G. Bagnall and Mrs. Bagnall.

OLYMPIAD GAMES.

HONGKONG MAKING PREPARATIONS.

Invitations are being issued by the South China Athletic Association to its first athletic sports meeting to be held at the Racecourse on Good Friday. With a view to discovering Chinese athletic talents for the Far Eastern Olympiad Games, it has been decided to hold an athletic meeting annually, when events in line with those of the Olympiad will be competed in. Some of the events will be the 100 yards dash, 220 yards dash, 440 yards and half mile races, relay race, high jump, broad jump, pole vault and disc throw. Suitable prizes will be forthcoming for the successful competitors. The most promising to be the first all-round athlete meeting in the history of the Colony, and all members of the Association are asked to take part.

DAIRY FARM NEWS.

Customers are requested to apply for our Revised Price List which came into force on 1st March, 1921.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY, LAIDLAW
DES VOEUX ROAD.

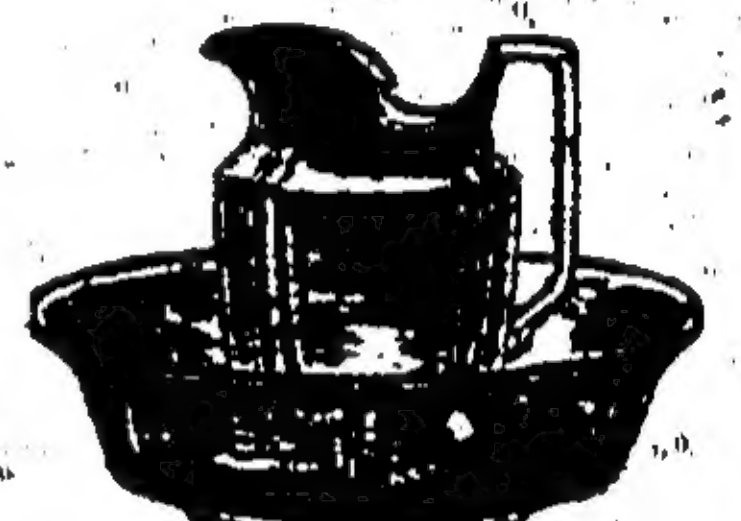
HAVE JUST RECEIVED A LARGE CONSIGNMENT OF HANDSOME TOILET SETS.

Toilette Services



FIGURED DESIGNS AT \$19.50, \$22.50, \$25.50, \$27.50 & \$35.00

ALSO A LARGE QUANTITY OF PLAIN COLORED SETS IN ART SHADES. AT \$22.50 SET.



ON SHOW IN OUR CHINA DEPT. SECOND FLOOR.

WHITEAWAY'S
HONGKONG.

TRIALS SOLICITED BY JAMES STEER THE CHRONOMETER AND WATCH MAKER (Contractor to H. M. Naval Yard), 9, Ice House Street, Hongkong.

CRICKET.

K.C.C. v. R.A.M.C.

A strong K.C.C. team were the visitors of the R.A.M.C. at Happy Valley on Saturday afternoon, when a very interesting game of cricket was played. The militarymen batted first, but the civilians' bowling was too formidable for them and they succumbed easily, the whole side being disposed of for the low score of 75 runs, of which only three were double figures, i.e. Rhodes 12, Hollands 18 and Wilkinson 13. The civilians found little difficulty with their opponents' bowling and hitting out at everything that came their way, scoring 195 runs before time intervened to stop the innings. Braga 54 and Spinks 52 were the chief double-figure contributors, the others being Stapleton 38 and Edwards 26. These four scored nearly all the side's total.

The scores were—

R.A.M.C.
Cpl. Rhodes, b Capt. Spinks 12
Sgt. Hollands, c Braga, b Capt. Spinks 18
Spinks 5
Capt. Tomory, c and b Capt. Spinks 7
Capt. Enwright, b E. F. Spinks 4
S. M. Thompson, b Capt. Spinks 3
Pte. Acres, c Benson, b E. F. Spinks 0
Corpl. Savage, c Benson, b E. F. Spinks 5
Pte. West, b Capt. Spinks 1
Sergt. Rogers, not out 4
Sergt. Wilkinson, b E. F. Spinks 13
Extras 3
Total 75

Bowling Averages.
Capt. Spinks 5 for 36
E. F. Spinks 4 for 8
H. Overy 1 for 25

K.C.C.

G. J. Edwards, b Purton 26
Capt. Spinks, retired 52
C. J. Stapleton, c West, b Tomory 38
L. S. Bates, b Purton 0
H. Overy, c Rhodes, b Pur

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

Mar. 17—C.S.N. Tanghai.
18—D.L. Hailong.
20—C.S.N. Kaito Maru.
22—C.N. Chusan.

SWATOW.

Mar. 18—D.L. Hailong.
20—C.S.N. Kaito Maru.
22—C.N. Chusan.

FOOCHOW.

Mar. 18—D.L. Hailong.

SHANGHAI.

Mar. 16—C.S.N. Hailong.
17—C.S.N. Tanghai.
18—C.S.N. Hailong.
19—C.S.N. Hailong.
20—C.S.N. Hailong.
21—C.S.N. Hailong.
22—C.S.N. Hailong.
23—C.S.N. Hailong.
24—C.S.N. Hailong.

Mar. 17—C.S.N. Hailong.
18—C.S.N. Hailong.

TIENSIN.

Mar. 17—C.S.N. Hailong.

TSINGTAO.

Mar. 18—C.S.N. Hailong.

PUKOW.

Mar. 22—C.N. Sinkiang.

HAIPHONG AND HOIHOW.

Mar. 18—C.S.N. Hailong.

KEELUNG.

Mar. 20—C.S.N. Kaito Maru.

SAIGON.

Mar. 23—C.S.N. Hailong.

BANGKOK.

Mar. 22—C.S.N. Hailong.

SINGAPORE.

Apr. 1—C.S.N. Kaito Maru.

PHILIPPINE ISLANDS, ETC.

Mar. 18—C.S.N. Hailong.

MANILA.

Mar. 18—C.S.N. Hailong.

JAVA PORTS, ETC.

Mar. 24—C.S.N. Hailong.

INDIAN PORTS, ETC.

Mar. 18—C.S.N. Hailong.

CALCUTTA.

Mar. 18—C.S.N. Hailong.

YOMBAY AND COLOMBO.

Mar. 17—C.S.N. Hailong.

AUSTRALIAN PORTS.

Mar. 18—C.S.N. Hailong.

SYDNEY AND MELBOURNE.

Mar. 18—C.S.N. Hailong.

JAPAN PORTS.

Mar. 18—C.S.N. Hailong.

AMSTERDAM.

Mar. 24—C.S.N. Hailong.

HAMBURG.

Mar. 24—C.S.N. Hailong.

ANTWERP.

Mar. 24—C.S.N. Hailong.

ROTTERDAM.

Mar. 24—C.S.N. Hailong.

AMSTERDAM.

Mar. 24—C.S.N. Hailong.

HAMBURG.

Mar. 24—C.S.N. Hailong.

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Mar. 24—C.S.N. Hailong.

AMSTERDAM.

Mar. 24—C.S.N. Hailong.

HAMBURG.

Mar. 24—C.S.N. Hailong.

SEATTLE.

Mar. 16—R.F. Tanghai.
17—R.F. Tanghai.
18—R.F. Tanghai.
19—R.F. Tanghai.
20—R.F. Tanghai.
21—R.F. Tanghai.
22—R.F. Tanghai.
23—R.F. Tanghai.
24—R.F. Tanghai.

SAN FRANCISCO.

Mar. 19—R.F. Tanghai.
20—R.F. Tanghai.
21—R.F. Tanghai.
22—R.F. Tanghai.
23—R.F. Tanghai.
24—R.F. Tanghai.

PORTLAND.

Mar. 21—A.L. Coast.

LOS ANGELES.

Apr. 3—L.A.P.N. West Hika.

VALPARAISO.

Mar. 19—R.F. Tanghai.
20—R.F. Tanghai.
21—R.F. Tanghai.
22—R.F. Tanghai.
23—R.F. Tanghai.
24—R.F. Tanghai.

NEW YORK.

Mar. 26—R.F. Tanghai.
27—R.F. Tanghai.
28—R.F. Tanghai.
29—R.F. Tanghai.
30—R.F. Tanghai.

NEW ORLEANS.

Apr. 3—O.S.E. Celebes Maru.

SOUTH AFRICAN PORTS.

Apr. 13—O.S.E. Mexico Maru.

DURBAN AND CAPE TOWN.

Apr. 13—O.S.E. Mexico Maru.

EUROPEAN PORTS.

Apr. 20—L.T. Trieste.

MARSEILLES.

Mar. 23—M.M. Cordillere.

LONDON.

Mar. 16—R.F. Tanghai.

LIVERPOOL.

Mar. 22—R.F. Tanghai.

ANTWERP.

Mar. 18—N.Y.K. Mito Maru.

ROTTERDAM.

Mar. 24—N.Y.K. Mito Maru.

AMSTERDAM.

Mar. 24—N.Y.K. Mito Maru.

HAMBURG.

Mar. 24—N.Y.K. Mito Maru.

ANTWERP.

Mar. 24—N.Y.K. Mito Maru.

ROTTERDAM.

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ANTWERP.

Mar. 24—N.Y.K. Mito Maru.

ROTTERDAM.

Mar. 24—N.Y.K. Mito Maru.

ASIA BANKING CORPORATION
(AN AMERICAN BANK)

CAPITAL..... U.S. \$ 4,000,000
RESERVE FUNDS..... U.S. \$ 1,439,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT:
SHANGHAI.

BRANCHES:
CANTON, HANKOW, MANILA, TIENSIN,
CHANGSHA, PEKING, SINGAPORE.

Cuticura
For Skins that Itch
Burn and Scale



For Skins that Itch, Burn and Scale. Cuticura is a powerful skin medicine. It is used for all skin diseases, such as eczema, psoriasis, and other skin conditions. It is a reliable and effective treatment for all skin ailments.

TOKYO TO PEKING.

PROJECTED FLIGHT.

PLANS IN PROGRESS.

Tokyo, March 8.—With a view to making a flight over a distance of 1,300 miles between Tokyo and Peking, Mr. Winder, of the Vickers Company, has been here and is now secretly devising a plan at the Hotel. Interviewed, he has spoken to the following effect:—"Inasmuch as the flight between Tokyo and Peking is rather a long one, I am now considering various plans as to the enterprise. I wish, if possible, to make the flight without making any intermediate stops, but I fear that it may be very hard to do so owing to the inclement weather and air currents. In that case, I will fly by way of Korea. Although the date is not yet fixed, I intend to carry it out as soon as possible. In China, there are now staying Colonel Holt, an aeronautical adviser to the Chinese Aviation Bureau, and Sir Arthur Whitten Brown, who is also going to take part in the flight in question with me and is, considering the necessary measures in this connection."

Sir Arthur Whitten Brown has become known to the world, after he accomplished the famous trans-Atlantic flight.

EXCHANGE.

Hongkong, March 15, 1921.

On London..... 24 1/2
On demand..... 24 1/2
On 3 months sight..... 24 1/2
On 6 months sight..... 24 1/2
On 12 months sight..... 24 1/2
On Paris..... 65
On demand..... 65
On 3 months sight..... 65
On 6 months sight..... 65
On 12 months sight..... 65
On New York..... 179
On demand..... 179
On 3 months sight..... 179
On 6 months sight..... 179
On 12 months sight..... 179
On Bombay..... 104 1/2
On demand..... 104 1/2
On 3 months sight..... 104 1/2
On 6 months sight..... 104 1/2
On 12 months sight..... 104 1/2
On Calcutta..... 104 1/2
On demand..... 104 1/2
On 3 months sight..... 104 1/2
On 6 months sight..... 104 1/2
On 12 months sight..... 104 1/2
On Singapore..... 104 1/2
On demand..... 104 1/2
On 3 months sight..... 104 1/2
On 6 months sight..... 104 1/2
On 12 months sight..... 104 1/2
On Shanghai..... 104 1/2
On demand..... 104 1/2
On 3 months sight..... 104 1/2
On 6 months sight..... 104 1/2
On 12 months sight..... 104 1/2
On Yokohama..... 104 1/2
On demand..... 104 1/2
On 3 months sight..... 104 1/2
On 6 months sight..... 104 1/2
On 12 months sight..... 104 1/2
On Gold Leaf, 100 fine per ton..... 65
Sovereigns (Bank's buying rate)..... 65
Silver (per oz.)..... 65

SUBSIDIARY COINS.

Hongkong 50 cents sub. per 100 dis. 1 1/2
Canton coins..... 1 1/2
The Silver in Hongkong..... 1 1/2
Chinese Copper Coins..... 1 1/2
Chinese Silver Coins..... 1 1/2
Chinese Gold Coins..... 1 1/2

RUB IT IN.

A good man, people think rheumatism is a disease that cannot be cured without taking medicine. But the fact is, rheumatism is a disease that can be cured by the use of Cuticura. Cuticura is a powerful skin medicine. It is used for all skin diseases, such as eczema, psoriasis, and other skin conditions. It is a reliable and effective treatment for all skin ailments.

NOTICE.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 a.m. to 9.00 a.m. every 15 minutes
9.00 a.m. to 10.00 a.m. every 15 minutes
10.00 a.m. to 11.00 a.m. every 15 minutes
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12.00 midnight to 1.00 a.m. every 15 minutes
1.00 a.m. to 2.00 a.m. every 15 minutes
2.00 a.m. to 3.00 a.m. every 15 minutes
3.00 a.m. to 4.00 a.m. every 15 minutes
4.00 a.m

NOTICES.

Arnhold Brothers & Co., Ltd.

Import Shipping
Export Engineering

HEAD OFFICE—SHANGHAI
BRANCHES—HANKOW, TIENTSIN, PEKING, CHUNGKING,
CHINESE, HONGKONG, CANTON, CHANG-
SHA, NEWCASTLE, MELBURN AND HAMBURG.
AGENCIES—LONDON AND NEW YORK.

Beautify your Home by using

"SYNOLEO"

The famous "Oil Bound"
DISTEMPER (Colour wash)

- "SYNOLEO" is in paste form, and only requires thinning with cold water to be ready for the brush. Is easily applied.
- "SYNOLEO" does not rub off on the clothes. Colours fast to light and retain their appearance for years.
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STOCKED IN HONGKONG & SHANGHAI
in many attractive colours.

TINT BOOK and full particulars from—

Branch Houses of Manufacturers
WILKINSON, HEYWOOD & CLARK, LTD.
(Great Britain's Largest Paint Makers.)
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THEATRICAL RATES.

TOURING COMPANIES.

WILL PRICES ADVANCE?

Our London correspondent sounds a note on the question of theatrical rates charged in the Far East which we have been expecting for some time past, namely, that they will in all probability have to be advanced, says the N. C. D. News. And this is not so much for the purpose of extracting greater profit from the touring ventures from which we in the East derive so much pleasure as to make ends meet. Those who have repeatedly visited the Far East, touring India, the Straits Settlements and China know what an exceedingly precarious business it is at the best of times, how every cent has to be carefully watched, every small economy made, how theatre bookings and passages have to be fitted in so as to give the company the smallest possible amount of idle time, for even though most theatrical contracts were based on the principle of "no play no pay," too many "dark nights" made the artist as restless as those financially responsible for the success of the undertaking.

In the days before the war special concessions were made to theatrical companies, probably following the practice prevailing in England in those days. Special rates were given by shipping companies. Scenery and properties were carried at reduced rates and sometimes at no rate at all. Hotels charged a specially low tariff for actors and actresses whose presence was often an added attraction to the place. But those days have gone by. Steamers rarely leave port without a full complement of passengers, and there remain many who would have liked to travel on the same voyage. Competition for berths has made it no longer profitable for shipping companies to fill empty cabins at reduced rates, and the result is that the theatrical company no longer obtains those cheaper fares and reduced freight charges which were at one time no inconsiderable factor in contributing towards the profit of the venture. Hotels can easily fill their rooms without depending upon the travelling thespian, with the result that the player travels no cheaper than does the ordinary traveller. The companies are also responsible for higher wages, the cost of scenery, etc., has risen in proportion to the cost of practically everything else, with the result that anyone attempting to bring a company on tour out East nowadays has to lay down a very considerable sum at the outset and also find no small amount to carry on with until performances commence to bring in an income.

Naturally the question is, how is this going to affect us in the Far East, and particularly in Shanghai? While so far as we have been able to

ascertain the question of raising the price of admission to performances has not been seriously discussed by those responsible, visiting managers have voiced their opinion that unless something is done in this direction it will be impossible to make tours pay, with the result that we may, in the future, be very badly off for entertainment. Hongkong, we believe, has already advanced prices for the Theatre Royal and Singapore also. That something will have to be done in the matter is evident when so fine a company as that of Miss Marie Tempest failed, as it is reported to have done, to make the tour a financial success, for the result cannot but create an unfortunate impression upon the minds of others contemplating coming out East. On the question of whether the theatre-going public of Shanghai can stand an increase of say one-third in the prices at present charged there can be but little doubt. We venture to think that Shanghai would pay it willingly rather than see a falling off in the number of theatrical companies that visit each year, and while we do not at present suggest that rates should be increased, some one else appears likely to do so in the not far distant future.

PASSENGERS.

ARRIVALS.

Per s.s. "Montezuma," yesterday—Mr. and Mrs. P. D. Ahrens, Mr. H. H. Falkner, Mr. T. B. Haas, Mrs. W. F. Montgomery, Messrs K. Smith, W. G. Smith, A. Suzuki, Mrs. L. Thompson, Mr. and Mrs. E. R. Wood, Messrs E. Babage, M. E. Barnett, P. E. Blundell, R. S. Bond, E. Brown, Rev. D. Carey, R. P. Carey, D. Cayless, J. C. Creveling, W. F. Calver, C. P. Fallon, E. H. Flower, F. R. Fugate, W. G. Ganger, D. G. Goodall, A. Hudson, J. W. Hudson, C. E. L. Jackson, W. R. Lloyd, Mr. and Mrs. R. McDonald, Mr. and Mrs. B. H. Marks, Mr. E. G. Post, Mrs. M. Riggs, Mr. S. C. Saunders, Mr. R. J. Stevenson, Mr. and Mrs. R. S. Swan.

The C.P.O.S. B.M.S. s.s. "Empress of Japan," arrived at Shanghai on March 14 (11.30 p.m.) left there March 14 (10 p.m.) and is due at Hongkong on March 17 (8 a.m.).

The "Ellerman" s.s. "Rio de Janeiro" left New York on March 8 for Hongkong via Peking and London left Singapore on March 12 and may be expected to arrive here on Friday, March 17.

The N.Y.K. s.s. "Mitsushima Maru" (European Line) left Shanghai for this port on March 14 and is expected here on March 17.

The Barber Line s.s. "Bowen Castle" left New York on March 8 for Hongkong via Peking and London left Singapore on March 12 and may be expected to arrive here on Friday, March 17.

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the air passages, soothes the inflamed throat, restores the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"KESKUN"	16th Mar.	London, Rotterdam & Hamburg
"NINGCHOW"	5th Apr.	London, Amsterdam & Antwerp
"THESEUS"	13th Apr.	London, Rotterdam & Hamburg
"ATREUS"	19th Apr.	London, Amsterdam & Antwerp
"ELEPHANT"	26th Apr.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"TELEMON"	22nd Mar.	Havre & Liverpool
"ET OF THE GARTER"	29th Mar.	Genoa, Marseilles, Lpool & Glasgow
"IDOMENEUS"	13th Apr.	Havre & Liverpool
"ARAT"	19th Apr.	Genoa, Marseilles, Lpool & Glasgow

PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TALYKHUS"	16th Mar.	Victoria, Seattle and Vancouver
"TENDAREUS"	6th Apr.	
"PROTEUS"	4th May	

NEW YORK SERVICE

	(via Suez or Panama)	
"LAERTES"	27th Mar.	via Suez

HOMEWARD PASSENGER SERVICE

"IDOMENEUS"	15th April	for Liverpool
"PYRRHUS"	3rd May	for London
"ANGELUS"	10th June	for London
"TELESTAS"	7th July	for Liverpool

For Freight and all Information Apply to
BUTTERFIELD & SWIRE, AGENTS.

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	To
Shanghai	Wednesday, March 16.
Singapore	Thursday, March 17.
Japan	Friday, March 18.
Japan and Shanghai	Saturday, March 19.
Straits	Sunday, March 20.
Europe via Suez (Letters and Newspapers London 17th Feb.)	
Straits and Calcutta	

OUTWARD MAILS.

For	To	Time
Shanghai	Tuesday, March 15.	
Singapore	Wednesday, March 16.	
Japan	Thursday, March 17.	
Japan and Shanghai	Friday, March 18.	
Straits	Saturday, March 19.	
Europe via Suez (Letters and Newspapers London 17th Feb.)		
Straits and Calcutta		

For	To	Time
Shanghai	Tuesday, March 15.	
Singapore	Wednesday, March 16.	
Japan	Thursday, March 17.	
Japan and Shanghai	Friday, March 18.	
Straits	Saturday, March 19.	
Europe via Suez (Letters and Newspapers London 17th Feb.)		
Straits and Calcutta		

For	To	Time
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Europe via Suez (Letters and Newspapers London 17th Feb.)		
Straits and Calcutta		

WEATHER REPORT.

March 15d. 11h. 19m.—Pressure has increased moderately at Shanghai. It is nearly stationary at other reporting stations.

Another anticyclone has formed over China.

Strong monsoon may be expected along the south-east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.30 inch. Total since January 1st, 7.10 inches, against an average of 7.24 inches.

Forecast for the 24 hours ending at noon on March 16th.

1.—Hongkong to Gap Rock. N.E. wind, strong, moderating; cloudy, some rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamook. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

HONGKONG OBSERVATORY.

HONGKONG, DAILY WEATHER.

MARCH 15, 1921.—a.m.

MARCH 15, 1921.—a.m.						
Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind. Direction.	Force.
Ylirotock	6 a.	30.11	54	82	N	2
Nakuru	5 a.	30.10	53	82	N	2
Kilgobate	5 a.	30.10	53	82	N	2
Tokio	5 a.	30.10	53	82	N	2
Kobe	5 a.	30.10	53	82	N	2
Nagasaki	5 a.	30.10	53	82	N	2
Kagoshima	5 a.	30.10	53	82	N	2
Oshima	5 a.	30.10	53	82	N	2
Naha	5 a.	30.10	53	82	N	2
San Francisco	5 a.	30.10	53	82	N	2
Wellfleet	6 a.	30.10	53	82	N	2
Hankow	5 a.	30.10	53	82	N	2
Changhai	5 a.	30.10	53	82	N	2
Chungking	5 a.	30.10	53	82	N	2
Shanghai	5 a.	30.10	53	82	N	2
Yokohama	5 a.	30.10	53	82	N	2
Amoy	5 a.	30.10	53	82	N	2
Swatow	5 a.	30.10	53	82	N	2
Shanghai	5 a.	30.10	53	82	N	2
Yokohama	5 a.	30.10	53	82	N	2
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